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DRAFT 2013 Transportation Improvement Program

For the Nine-County San Francisco Bay Area

June 13, 2012 MTC Resolution No. 4075



Volume II Appendices



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Draft 2013 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

June 13, 2012

MTC Resolution No. 4075

Volume II Appendices

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Draft 2013 TIP Appendices

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APPENDIX A – 1

Adoption of the 2013 TIP MTC Resolution No. 4075



Date: September 26, 2012
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4075

This resolution adopts the 2013 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheet dated September 12, 2012.

Re: Adoption of the 2013 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4075

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4075, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2013 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by U.S. EPA; now, therefore be it

RESOLVED, that MTC adopts the 2013 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2013 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District, , the California Department of Transportation (Caltrans), and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2013 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2013 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2013 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4075, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2013 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP were accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) ; and, be it further

RESOLVED, that the projects and programs included in the 2013 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds that the 2013 TIP conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard (MTC Resolution 4076); and, be it further

RESOLVED, that revisions to the 2013 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4075, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and/or Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 26, 2012.

Date: September 26, 2012
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4075
Page 1 of 1

2013 Transportation Improvement Program

The 2013 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2012, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2013 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2013 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 26, 2012
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4075
Page 1 of 1

Revisions to the 2013 TIP

Revisions to the 2013 Transportation Improvement Program (TIP) will be included as they are approved.

APPENDIX A – 2

2013 TIP Investment Analysis



2013 TIP Investment Analysis: Focus on Low-Income and Minority Communities

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years; and is currently developing the 2013 TIP. The 2013 TIP will cover the four-year period of FY 2012-13 through FY 2015-16.

As part of the 2011 TIP development, MTC had conducted an investment analysis with a focus on minority and low-income residents to assist in the public assessment of the TIP, and specifically to address the equity implications of the proposed TIP investments. An update to this analysis for the 2013 TIP is discussed here. The purpose of the analysis is to understand if low-income and minority populations are sharing equitably in the TIP's financial investments. The analysis used two approaches to calculate the shares of 2013 TIP investments flowing to the identified communities, and compared those shares with the proportional size of this group's population and trip-making, relative to that of the general population. This report presents the results of this analysis. For reference, the 2011 TIP investment analysis is available at http://www.mtc.ca.gov/funding/tip/2011/TIP_Investment_Analysis_Report_September_16.pdf.

While this investment analysis is a companion to the 2013 TIP, it is also a follow-up to several related MTC efforts, including the ongoing Plan Bay Area equity analysis, Transportation 2035 Equity Analysis (February 2009), the Snapshot Analysis for MTC Communities of Concern (June 2010) and the 2011 TIP Investment Analysis (September 2010). Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage engagement in the public participation process.

MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes. In keeping with these efforts MTC staff actively seeks feedback on this analysis. This document is available online at www.mtc.ca.gov/funding/tip/2013/tip_investment_analysis_report.pdf

About the 2013 TIP

The Bay Area's 2013 TIP includes 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2016. Figure 1 on the next page illustrates the relative share of the 2013 TIP fund sources, with local sources comprising the largest share at nearly one-half of total funding. See Attachment A for a map of projects with costs greater than \$200 million.



Figure 1

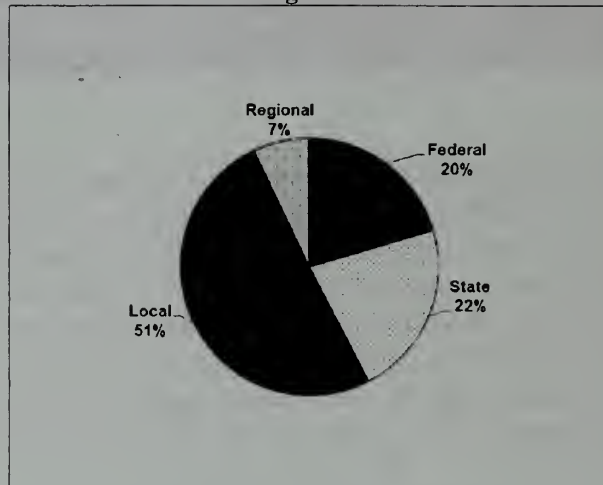
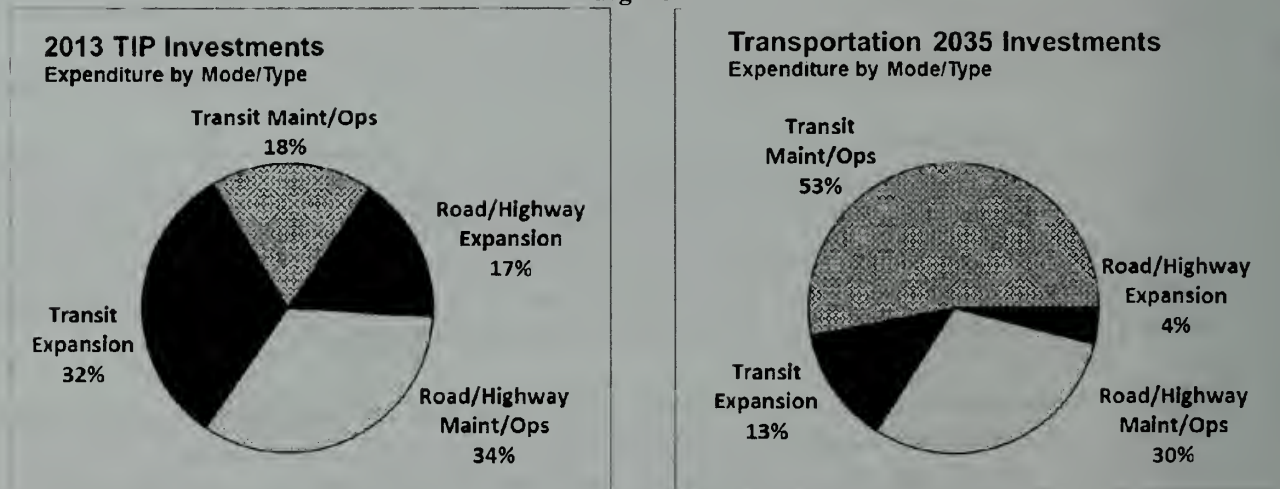


Figure 2 below at left shows the planned investments in the 2013 TIP by transportation mode (road/highway or transit) and type of expenditure (maintenance/operations or capital expansion). It must be noted that the TIP investments for Bicycle and pedestrian improvements are included under Road / Highway category. As a frame of reference, the Transportation 2035 Plan expenditures by mode and function are shown as well on the right.

Figure 2



The most striking difference is that the share of capital expansion for both transit and roads/highways is much greater in the 2011 TIP than is the case for the Transportation 2035 Plan. Also, the share of road/highway investments in the 2011 TIP is substantially larger than the counterpart share in the Transportation 2035 Plan.

The main reason for this difference is that the TIP represents only a fraction of Bay Area transportation investments and is only a four-year snapshot. Because the TIP is focused on projects that have federal funds, will require a federal action, or are regionally significant, it tends by its nature to be more heavily weighted toward capital projects – such as roads, transit extensions and replacement of transit vehicles. The majority of funds that go to operate and

maintain the region's transportation system – both for transit and streets and roads – are not a part of the TIP though are a significant part of Transportation 2035. For this reason, the TIP investments are not representative of the broader funding picture in Transportation 2035, the region's long-range plan.

Another feature of the TIP that distinguishes it from the region's long-range plan is that it tends to be a more dynamic document – meaning that it is amended frequently to reflect changing fund sources and project changes, and on-going programming efforts. For example, the current 2013 TIP does not yet reflect over \$1 billion in Federal Transit Administration (FTA) formula funds because the Commission has not yet adopted a final program. These funds have historically been directed to transit rehabilitation. Once the action occurs, the 2013 TIP will be amended to include the projects and funding. As context, the 2011 TIP has been revised over 25 times since its adoption two years ago.

Equity and Environmental Justice Considerations

As the federally designated MPO, MTC is responsible for developing a long-range regional transportation plan and the TIP. The legal, regulatory, and policy framework for addressing equity and environmental justice as it relates to the long-range transportation planning process is included in Appendix A and includes: 1) Title VI of the Civil Rights Act; 2) Federal Guidance on Environmental Justice; and 3) MTC's Environmental Justice Principles.

These laws, regulations, and policies form the basis of analyzing MTC's Transportation 2035 Plan for equity and inform the 2013 TIP Investment Analysis. However, no specific federal standard, policy or guidance exists related to how an environmental justice assessment or equity analysis should be performed for a long-range plan, nor are there identified standards against which MTC can measure its findings. Similarly, for the 2013 TIP, there is no federal guidance on completing an investment analysis. Therefore MTC is building on the work undertaken in the 2011 TIP Investment Analysis, and the Transportation 2035 analysis, including some enhancements based on feedback from stakeholders on the prior analysis. We continue to seek feedback on the methodology and future enhancements to the methodology.

Bay Area – Demographic Context

Before embarking on a discussion of the analysis, it is important to understand demographic and travel patterns for the Bay Area. In terms of overall demographics, roughly 25 percent of the region's households are low-income, defined as households with incomes that fall below 200 percent of the federal poverty level. Also, the Bay Area is now a "majority minority" region with 54 percent of the households in the racial/ethnic minority category. Table 1 provides summary information on demographics.

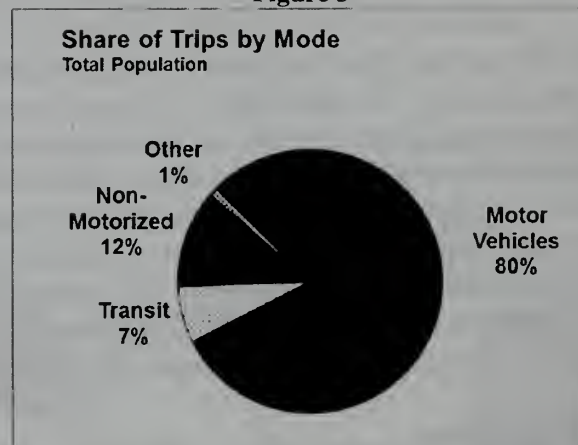
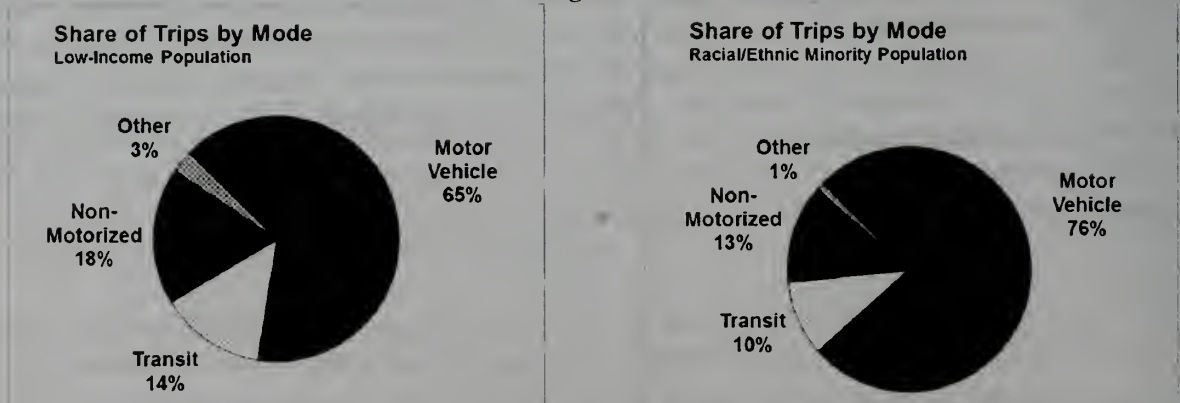
Table 1. Population Distribution by Income and Race/Ethnicity

Population Distribution by Household Income		
	Population	% of Total
Low-Income ($\leq$ \$50,000)	1,753,180	25%
Not Low-Income ($>$ \$50,000)	5,155,599	75%
Total	6,908,779	100%

Population Distribution by Race/Ethnicity		
	Population	% of Total
Minority	3,721,079	54%
White Non-Hispanic	3,176,804	46%
Total	6,897,883	100%

Sources: American Community Survey (ACS): Public Use Microdata Sample 2008 and 2005-2007 ACS.

Most notably in terms of travel patterns, Figure 3 illustrates that trips by all Bay Area residents are overwhelmingly made by motor vehicle (80 percent) by the population at large, followed by non-motorized trips (12 percent), and transit (7 percent). While there are real differences for travel patterns for minority and low-income populations, motor vehicles are still the primary mode for trips at 65 percent or greater for both groups (see Figure 4).

Figure 3**Figure 4**

Investment Analysis Overview and Results

The 2013 TIP Investment Analysis uses two different analytical methodologies to compare how low-income and minority communities may be affected by the proposed investments in the 2013 TIP:

1. **Population Use-Based Analysis:** This analysis is use-based. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (2000 BATS). In drilling deeper into the slice of roadway investment alone, the analysis uses vehicle miles traveled (VMT) as the measure of system use from the 2000 BATS. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey.
2. **Access-Based Analysis:** This analysis is location and access-based; it does not take into account system use. It compares the estimated percent of investment in communities of concern (CoCs) to the percent of population or infrastructure located within communities of concern. The definition of CoCs has been updated since the 2011 analysis. The analysis relies on MTC geographic information system (GIS) data to assign investments either within or outside of communities of concern. For a local project, the entire investment is either assigned within or outside of a CoC based on its location. For a network/system project, a share of the investment is assigned based on the percent of route miles/stations (transit) or lane miles (state highway, bridge, and local roads) in communities of concern.

In addition to the analytical methodologies and based on feedback received from the MTC Policy Advisory Council, staff has also mapped all the 2013 TIP projects that are mappable and overlaid them over Communities of Concern; and census tracts with above average minority populations (included as Appendix C). In addition to the maps in Appendix C and detailed maps for each of the following ethnicities - Hispanic/Latino; Black/African-American; Asian; Native Hawaiian/Pacific Islander and American Indian/Alaska Native can be found at the following link: www.mtc.ca.gov/funding/tip/2013/maps/.

Before undertaking this analysis, MTC staff reviewed TIPs prepared by Metropolitan Planning Organizations (MPOs) around the United States for best practices. In the few examples found that included an analysis, only a geographic approach was followed. In the interest of broadening the analytical framework for this TIP analysis, staff has undertaken two approaches to better inform decision-makers and the public. The methodologies for each approach and the results are discussed below. Appendix B includes definitions and data sources used in this analysis.

Population Use-Based Analysis

The population-based analysis was conducted as follows:

- The 2013 TIP investments were separated into two modes: transit and road/highway.
- Investments were allocated in each category to low-income and minority populations, and other populations according to each groups' usage share of each mode at the county or transit operator level.

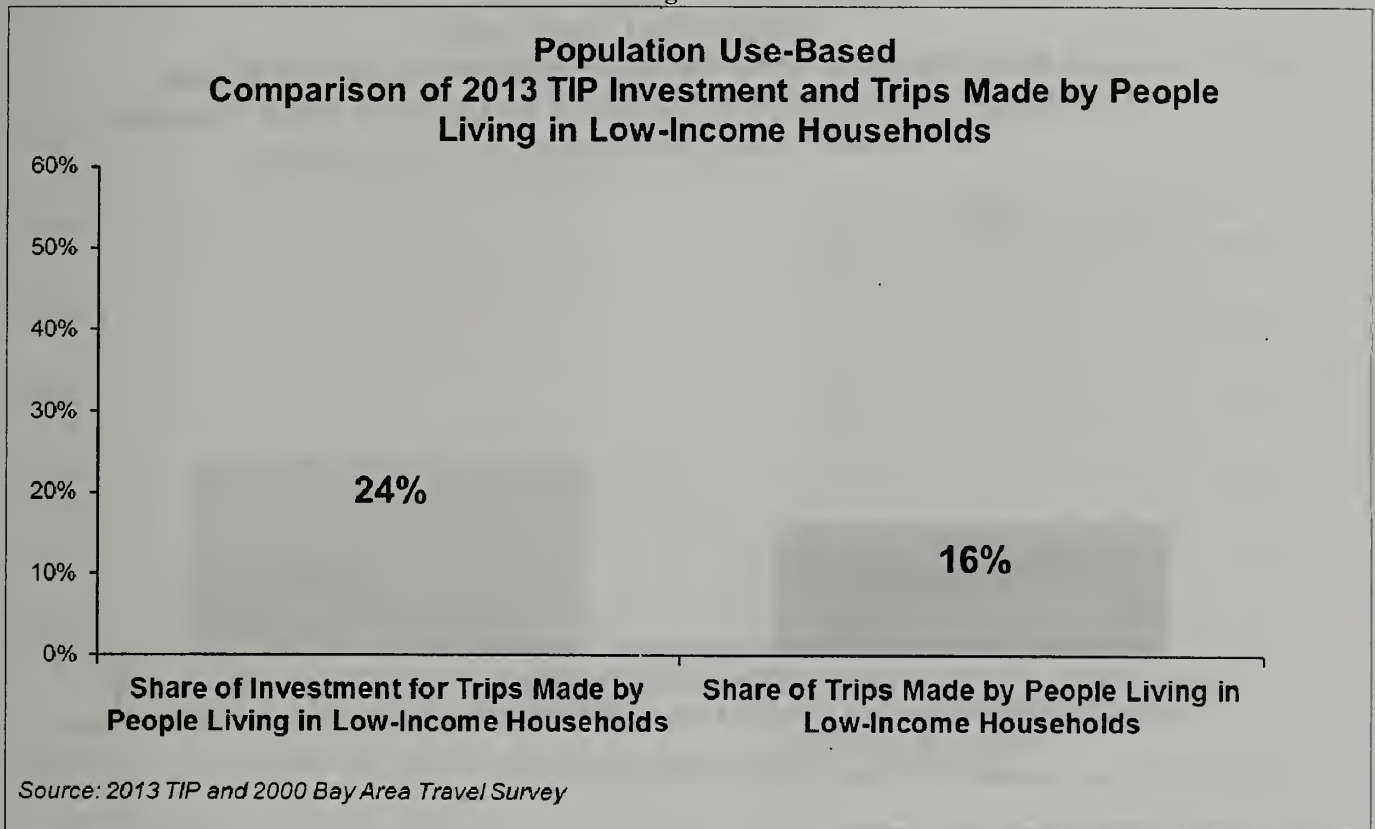
- First, to analyze what share of each mode (transit and roads/highways) low-income and minority populations utilize, the following definitions were used:
 - *Low-Income Households:* Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level.
 - *Minority Households:* For this analysis, minority households were defined using U.S. Census Bureau definitions.
- Second, the assignment of investment by usage was performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis was conducted at the county level for highways and roadways and at the transit-operator level for transit. As an illustrative example, for a \$50 million state highway project in Alameda County, 18 percent or \$9 million, would have been assigned as a financial benefit to low-income populations and the remaining 82 percent or \$41 million to other populations because 18 percent of Alameda County motor vehicle trips are made by low-income populations based on the 2000 BATS. A similar approach was followed for transit investment allocations. For multimodal, aggregate analysis, trip data from the 2000 BATS were used. For the in-depth transit analysis, data came from MTC's 2006 Transit Passenger Demographic Survey. For the focused roadway analysis, vehicle miles traveled (VMT) and 2000 BATS data were used.
- Lastly, the investments by mode (from county or transit operator data) were summed for low-income and minority populations and for all other populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations was then compared to the percent of investment for trips supporting that population.

As a regional-level analysis, this assessment is quite coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess the benefit and burden of specific projects or programs. With respect to assigning investment benefit from expansion projects to households, this analysis is limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by these expansions either as origins and destinations. Moreover, the roadway-usage share does not account for the benefit to the region's transit vehicles that share the roads with private automobiles. Also, for simplicity, pedestrian and bicycle projects were assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations of these facilities, or walk/bike mode share.

Population Use-Based Results

Table 2. Population Use-Based Comparison of 2013 TIP Investment and Trips by Income Distribution			
	2013 TIP Investments	% of Investment	% of Trips
Trips by People Living in Low-Income Households ($\leq$\$50k/yr)	\$2,709,206,777	24%	16%
Trips by People Living in Not-Low Income Households ($>$\$50k/yr)	\$8,449,256,584	76%	84%
Total	\$11,158,463,361	100%	100%

Figure 5

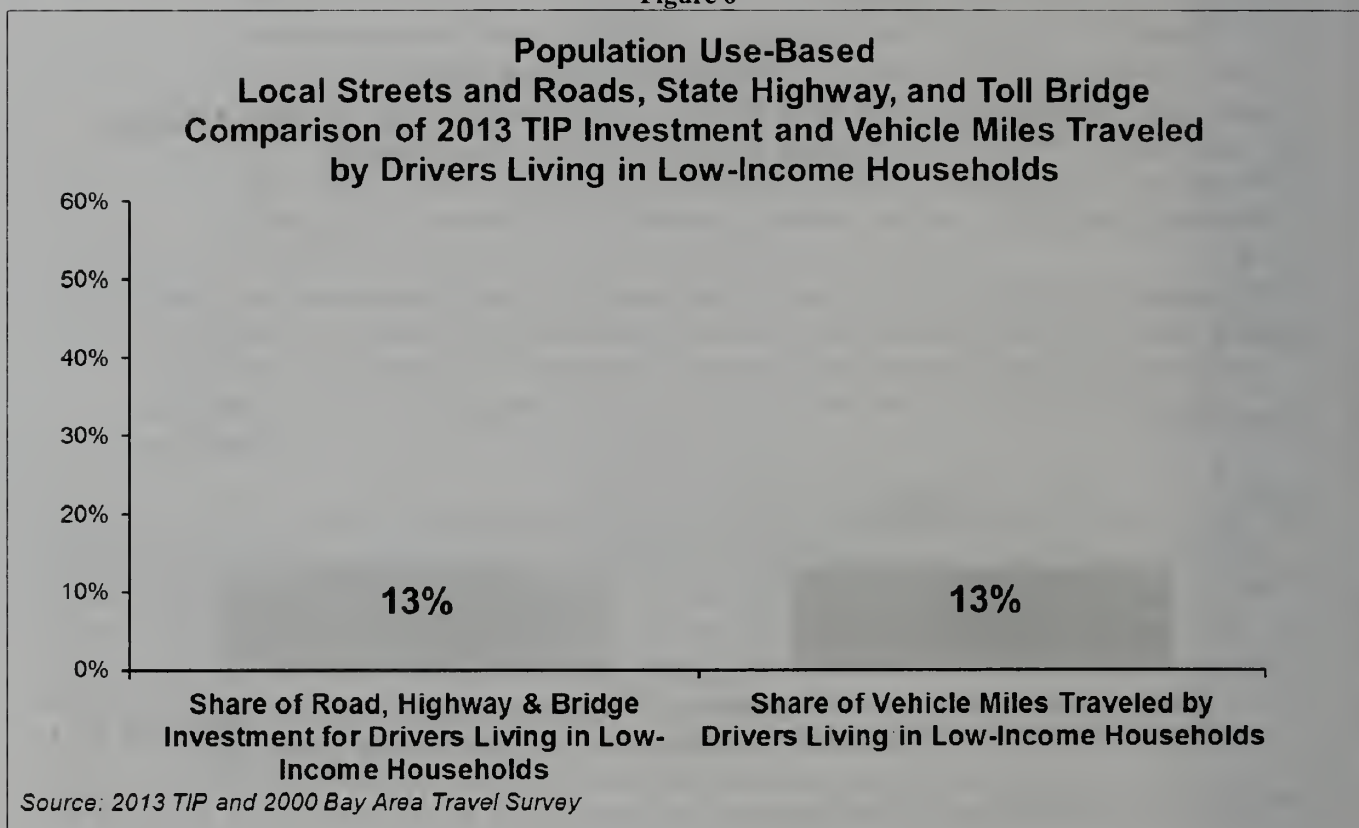


Observations

- The share of investment in projects that support trips made by people living in low-income households (24%) is greater than the proportion of trips made by people living in households that earns \$50,000 or less (16%).
- While low-income households make up 25% of the population in the Bay Area (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS) people living in these households account for only 16% of all trips (Source: 2000 Bay Area Travel Survey).

Table 3. Population Use-Based Local Streets and Roads, State Highway, and Toll Bridge Comparison of 2013 TIP Investment and Vehicle Miles Traveled by Income Distribution			
	Road, Highway & Bridge Investment	% of Investment	% of Vehicle Miles Traveled
Drivers Living in Low-Income Households (<\$50k/yr)	\$762,424,515	13%	13%
Drivers Living in Not Low-Income Households (>\$50k/yr)	\$5,063,327,396	87%	87%
Total	\$5,825,751,911	100%	100%

Figure 6



Observations

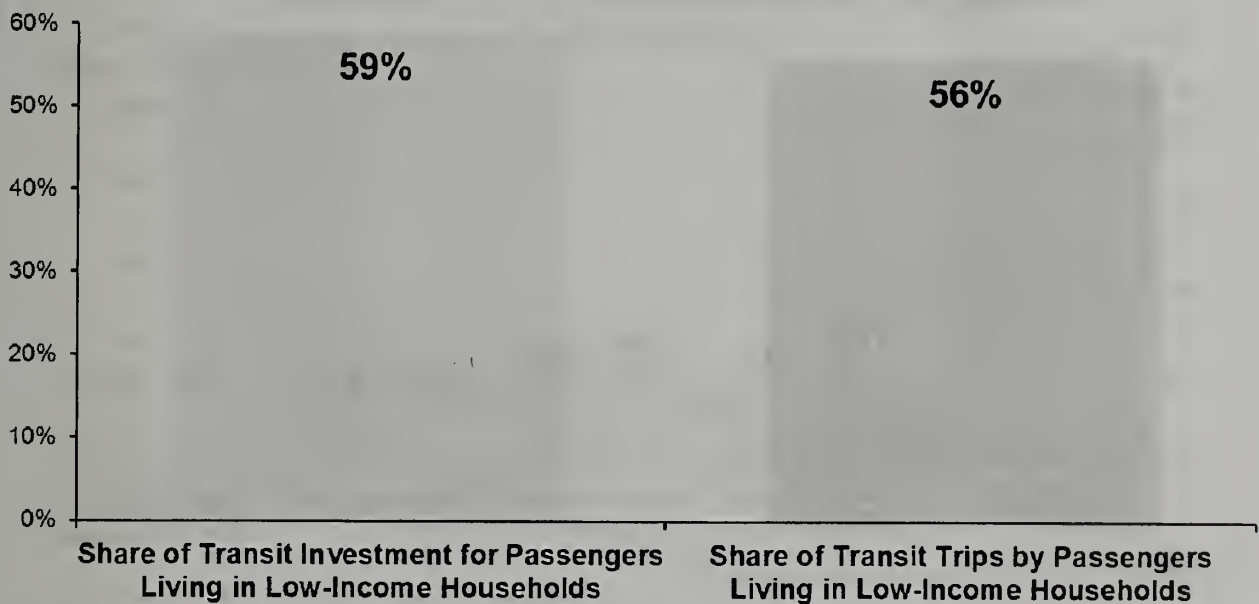
- The share of investment in local road, state highway and toll bridge systems that benefit drivers living in low-income households is equal to the share of total vehicle miles traveled by drivers living in low-income households.
- While low-income households account for 25% of the population in the Bay Area (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS) the drivers living in these households account for only 13% of the driving done in the region (Source: 2000 Bay Area Travel Survey).

**Table 4. Population Use-Based
Transit
Comparison of 2013 TIP Investment and Passenger Trips by Income Distribution**

	Transit Investment	% of Investments	% of Passenger Transit Trips
Passengers Living in Low-Income Households (≤\$50k/yr)	\$3,133,832,674	59%	56%
Passengers Living in Not Low-Income Households (>\$50k/yr)	\$2,198,878,776	41%	44%
Total	\$5,332,711,450	100%	100%

Figure 7

**Population Use-Based
Transit
Comparison of 2013 TIP Investment and Passenger Trips by Passengers Living
in Low-Income Households**



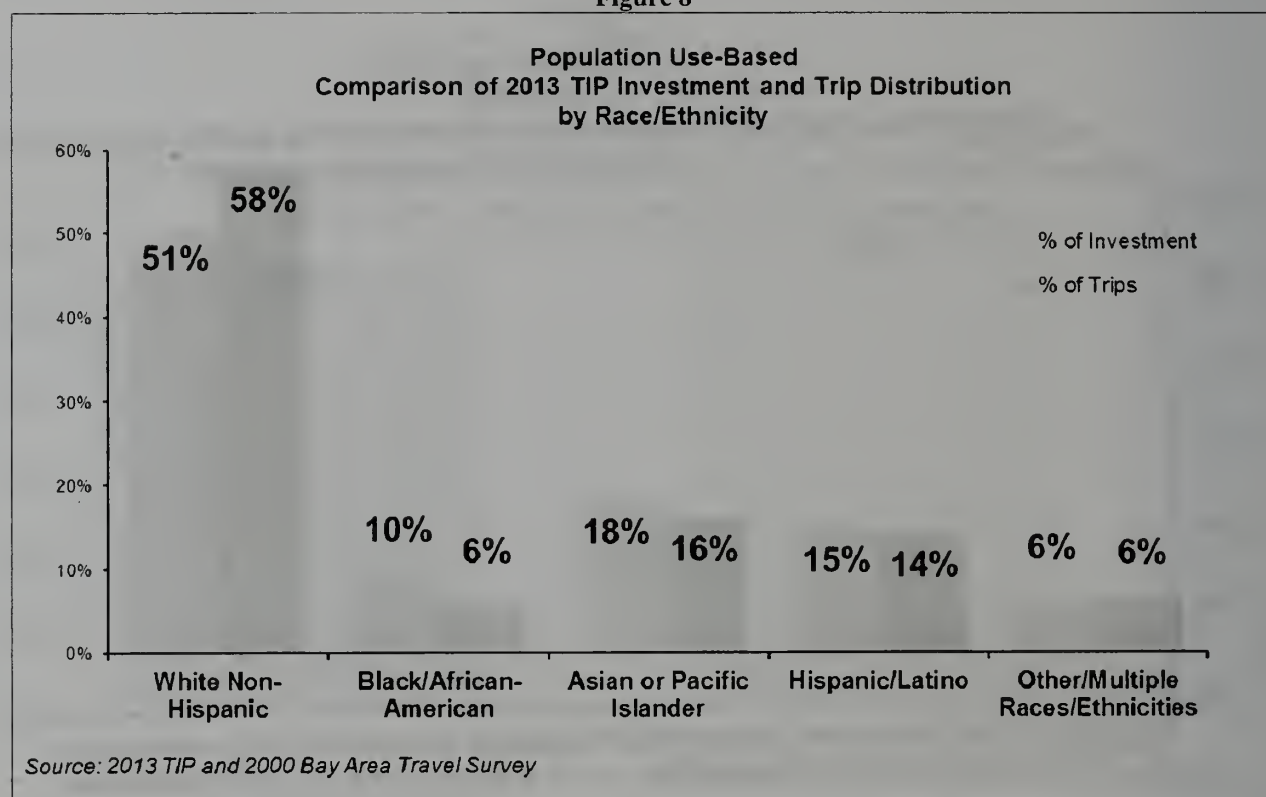
Sources: 2013 TIP and 2006-2007 Transit Passenger Demographic Survey (Godbe Research)

Observations

- The share of transit investment for passengers living in low-income households (59%) is greater than the share of transit trips taken by passengers living in low-income households (56%).
- While the share of total low-income households in the Bay Area is 25% of the population (Source: American Community Survey [ACS]: Public Use Microdata Sample 2008 and 2005-2007 ACS), passengers from these households account for 56% of transit trips (2006-2007 Transit Passenger Demographic Survey).

Table 5. Population Use-Based Comparison of 2013 TIP Investment and Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Trips
White Non-Hispanic	\$5,665,777,337	51%	58%
Racial/Ethnic Minorities	\$5,492,686,024	49%	42%
<i>Black/African-American</i>	<i>\$1,119,829,333</i>	<i>10%</i>	<i>6%</i>
<i>Asian or Pacific Islander</i>	<i>\$2,018,509,659</i>	<i>18%</i>	<i>16%</i>
<i>Hispanic/Latino</i>	<i>\$1,637,643,397</i>	<i>15%</i>	<i>14%</i>
<i>Other/Multiple Races/Ethnicities</i>	<i>\$716,703,636</i>	<i>6%</i>	<i>6%</i>
Total	\$11,158,463,361	100%	100%

Figure 8



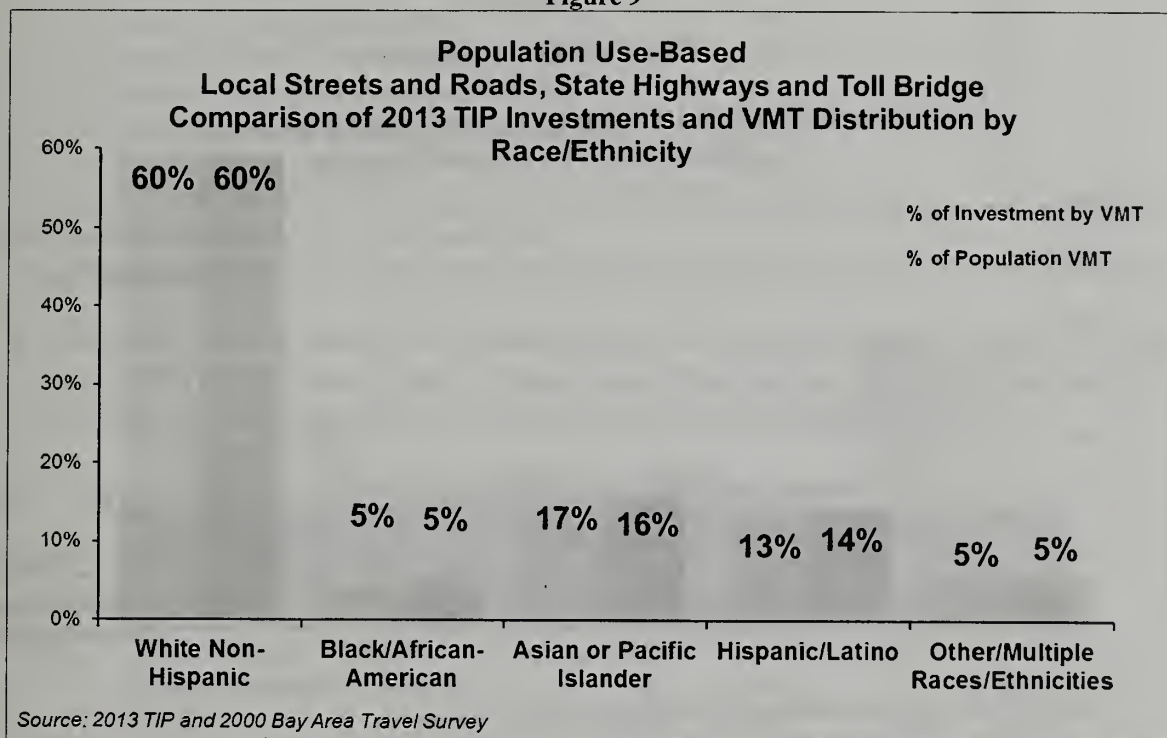
Observations

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population's share of trips is 58% of the total.
- Racial/ethnic minority households make up 54% of the population in the Bay Area, but take only 42% of all trips.
- The share of transportation investment in the Bay Area that supports racial/ethnic minority population trips is greater than the share of trips taken by these communities, and this is a uniform result among all racial/ethnic minority populations.

**Table 6. Population Use-Based
Local Streets and Roads, State Highways and Toll Bridge
Comparison of 2013 TIP Investments and VMT Distribution by Race/Ethnicity**

Race/Ethnicity	Investment by Trips	% of Investment	% of Population VMT
White Non-Hispanic	\$3,487,795,180	60%	60%
Racial/Ethnic Minorities	\$2,337,956,731	40%	40%
Black/African-American	\$279,832,132	5%	5%
Asian or Pacific Islander	\$972,344,042	17%	16%
Hispanic/Latino	\$770,666,279	13%	14%
Other/Multiple Races/Ethnicities	\$315,114,278	5%	5%
Total	\$5,825,751,911	100%	100%

Figure 9

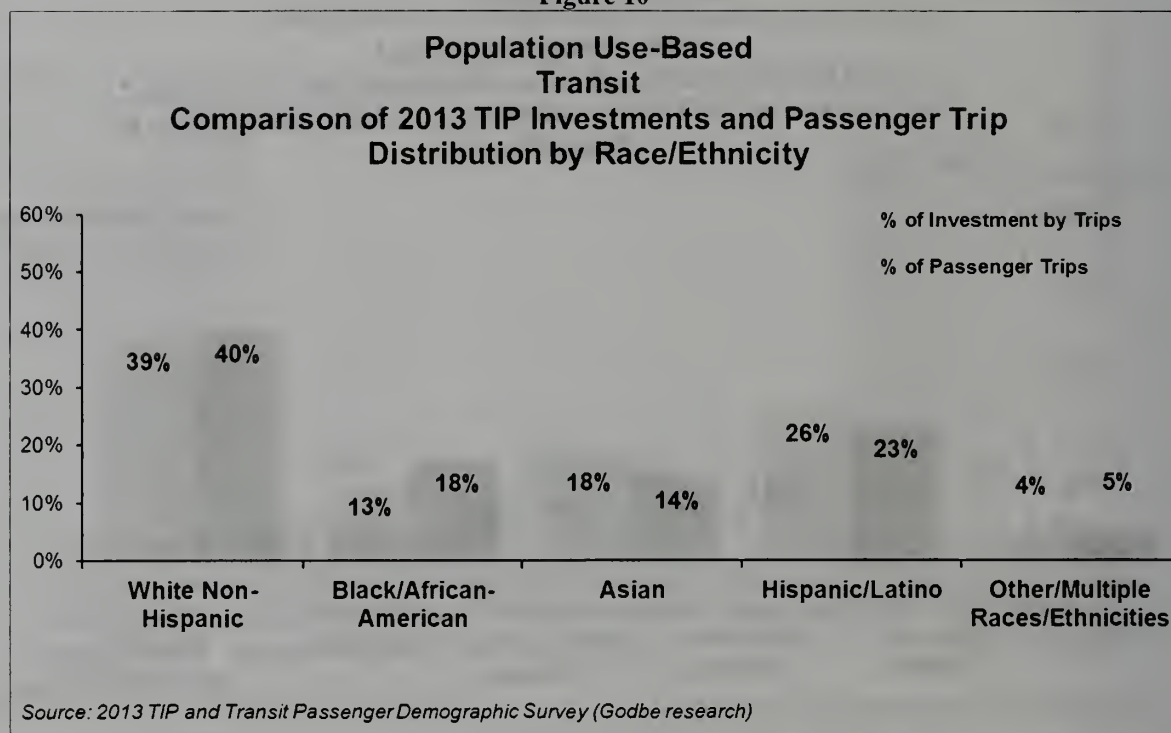


Observations

- While the white, non-Hispanic population of the Bay Area is 46% of the total population, this population's share of vehicle miles traveled is 60% of the total.
- Racial/ethnic minority households make up 54% of the population in the Bay Area, but account for only 40% of the vehicle miles traveled in the Bay Area.
- The share of local streets and roads, state highway, and toll bridge investment that supports trips by racial/ethnic minority communities in the Bay Area at 40% is roughly equivalent to the share of vehicle miles traveled by racial/ethnic minority populations at 40%, and this holds true for nearly all racial/ethnic minority groups.

Table 7. Population Use-Based Transit Comparison of 2013 TIP Investments and Passenger Trip Distribution by Race/Ethnicity			
Race/Ethnicity	Investment by Trips	% of Investment	% of Passenger Trips
White Non-Hispanic	\$ 2,055,935,077	39%	40%
Racial/Ethnic Minorities	\$ 3,276,776,373	61%	60%
Black/African-American	\$ 716,347,004	13%	14%
Asian	\$ 936,617,477	18%	14%
Hispanic/Latino	\$ 1,390,808,189	26%	23%
Other/Multiple Races/Ethnicities	\$ 233,003,703	4%	5%
Total	\$ 5,332,711,450	100%	100%

Figure 10



Observations

- While racial/ethnic minority groups make up 54% of the Bay Area population, this population accounts for 60% of all transit trips.
- The share of investment in racial/ethnic minority transit trips at 61% is greater than the share of transit trips made by racial/ethnic minority populations.
- The share of investment in racial/ethnic minority transit trips is not uniform among different racial/ethnic minority groups, as shown in Figure 10.

Access-Based Analysis

The access-based analysis was conducted as follows:

- The 2013 TIP investments were assigned as either “in” communities of concern (CoCs) or “outside” of CoCs based on the approach below. CoCs are characterized as having 4 or more factors listed below, or that have concentrations of both low-income and minority populations.

Disadvantage Factor	% of Regional Population ¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

- All projects in the analysis were classified into two groups: 1) Local mapped projects; and 2) Network/system projects. Table 8 shows the relative split with the majority of projects and dollars analyzed (71 percent) being Local Mapped Projects.

Table 8. Summary of TIP Investments

Project Type	TIP Investment Only		# of Projects	
	(\$Billions)	%		%
Local Mapped Projects	\$7.9	71%	287	71%
Network/System Projects	\$3.2	29%	119	29%
Total	\$11.2	100%	406	100%

- Local mapped projects are compared against the physical locations of the CoCs. Funding for projects that are located in a CoC boundary have their funding amounts assigned to CoCs; those that do not intersect a community of concern are assigned to outside of communities of concern.
- Projects that are network or system-based are subdivided by mode (state highways, local roads, and transit) and have a share of funding assigned either in or outside of CoCs using percentages derived from MTC’s geographic information system (GIS) as follows:
 - State highway projects: based on the percentage of *each county’s total state highway miles* in or outside of CoCs.
 - Local streets and roads projects: based on the percentage of *each county’s total local streets and roads miles* in or outside of CoCs.

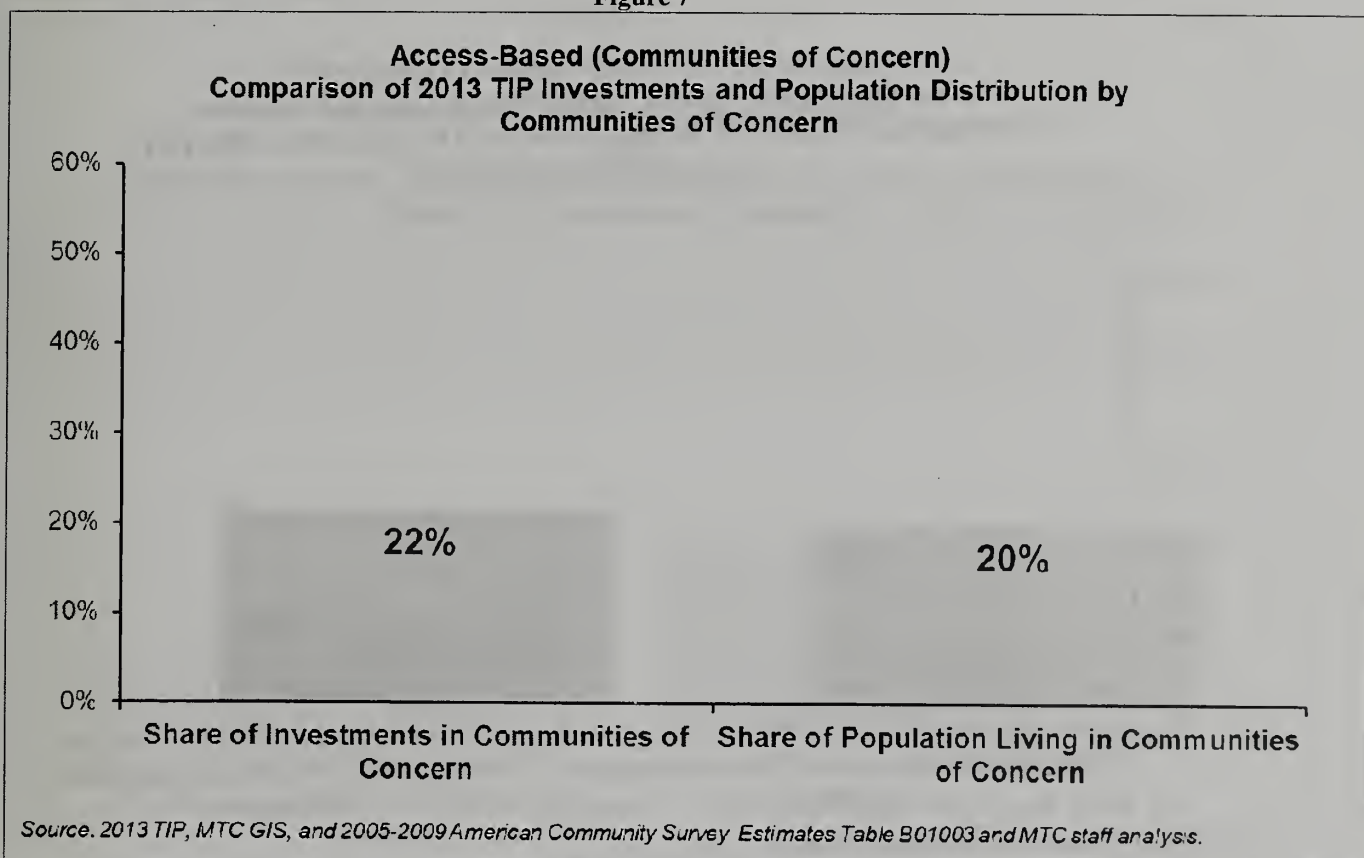
3. Transit projects: For rail and ferry, based on the percentage of *each operator's total number of stations and terminals* in or outside of CoCs. For bus and multi-modal systems, based on the percentage of *each operator's total route-miles* in or outside of CoCs.
4. Regional projects (freight/toll bridge): based on the regional aggregate of either state highway miles or road miles in or outside of CoCs.

The approach described above is used to partially address some of the limitations of a geographic analysis. Most MPOs that have conducted a similar analysis used a geographic framework to assign investments to communities. The hybrid approach taken here for the Bay Area is meant to more accurately portray the broader effect projects can have beyond just the immediate community, especially when the investment is to a state highway or road network, or regional transit system.

Access-Based Results

Table 9: Access-Based (Communities of Concern) Comparison of 2013 TIP Investments and Population Distribution by Communities of Concern				
	2013 TIP Investments	% of Total	2005-2009 ACS	% of Total
In Communities of Concern	\$2,403,302,027	22%	1,203,609	20%
Outside Communities of Concern	\$8,755,161,334	78%	5,747,155	80%
Total	\$11,158,463,361	100%	6,950,764	100%

Figure 7

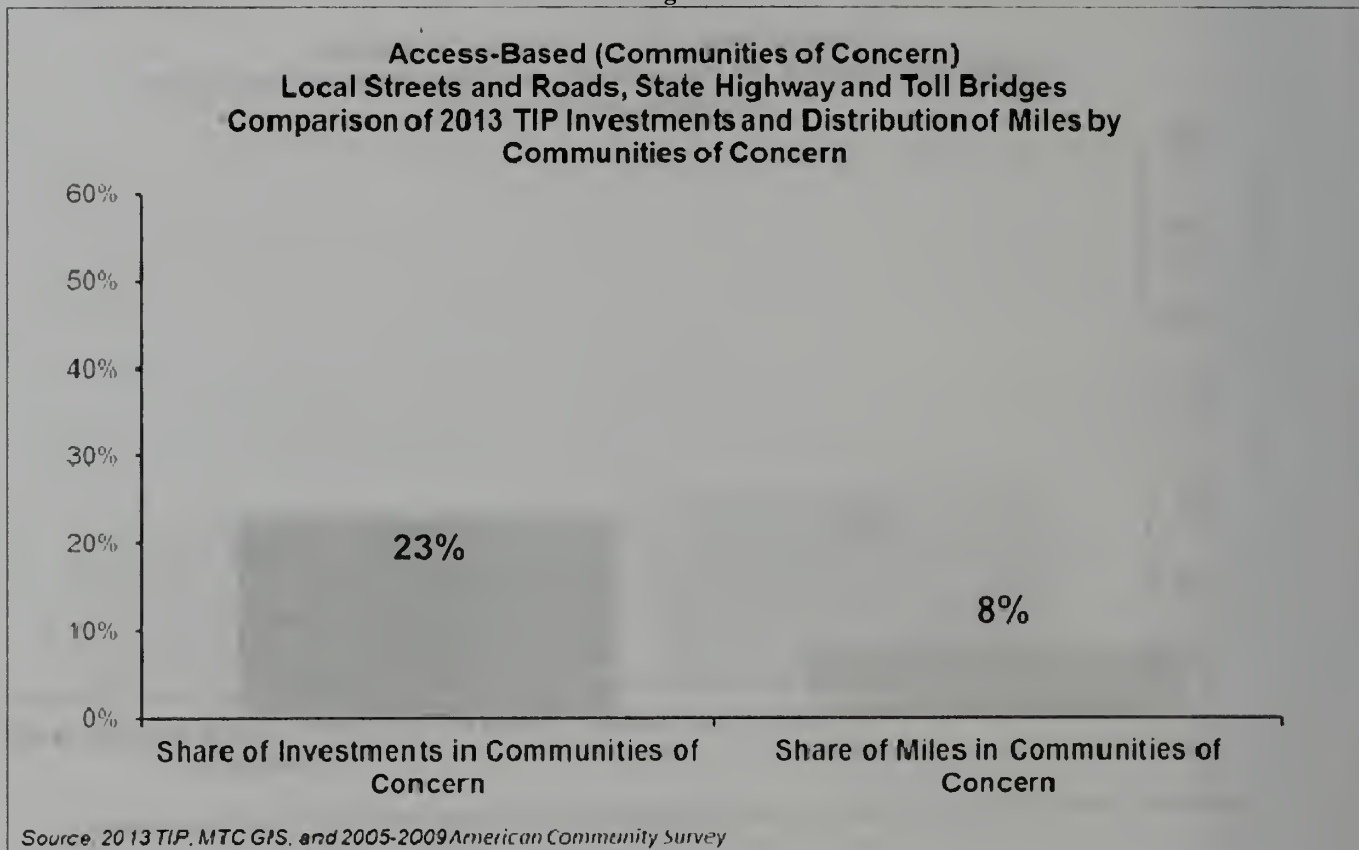


Observations

- The share of TIP investments attributed to Communities of Concern (22%) is greater than the share of the population living in Communities of Concern (20%).

Table 10: Access-Based (Communities of Concern) Comparison of 2013 TIP Investment and Distribution of Local Streets/Roads and State Highway Miles by Communities of Concern				
	2013 TIP Investments	% of Total	Lane Miles	% of Total
In Communities of Concern	\$1,355,369,197	23%	2,450	8%
Outside Communities of Concern	\$4,470,382,714	77%	27,139	92%
Total	\$5,825,751,911	100%	29,589	100%

Figure 8



Observations

- The share of local streets and roads, state highway and toll bridge investments attributed to Communities of Concern (23%) is greater than the share of existing miles for these systems in Communities of Concern (8%).
- The share of existing miles in Communities of Concern (8%) is less than the share of the population living in Communities of Concern (20%).

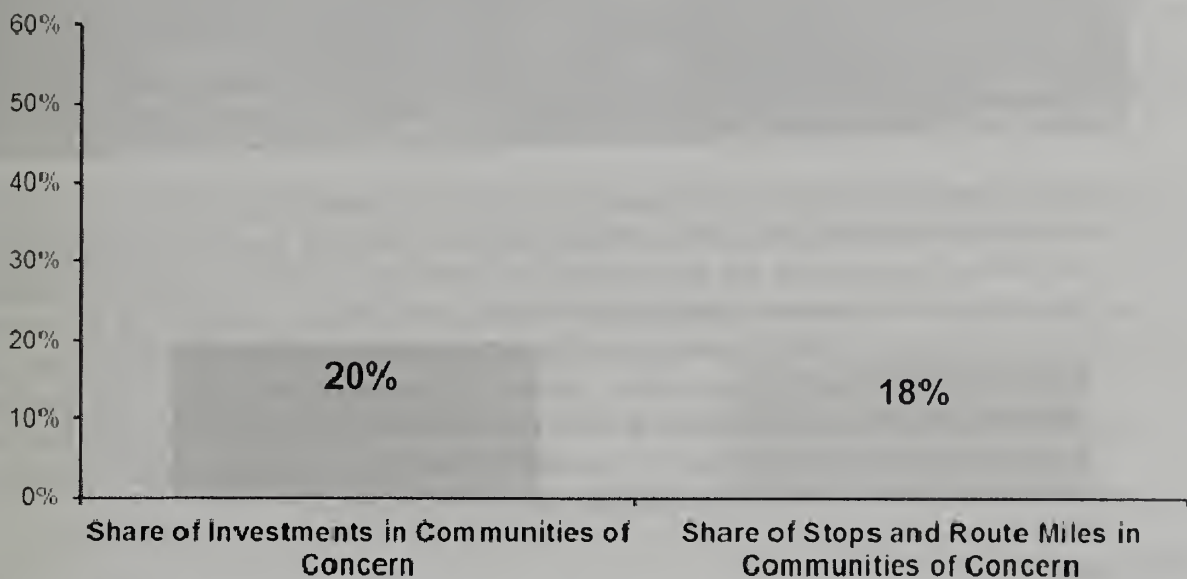
**Table 11: Access-Based (Communities of Concern)
Comparison of 2013 TIP Investment and Distribution of Stops and Route Miles
in Communities of Concern**

	2013 TIP Investments	% of Total	% of Stops/ Route Miles*
In Communities of Concern	\$1,047,932,830	20%	82%
Outside Communities of Concern	\$4,284,778,620	80%	82%
Total	\$5,332,711,450	100%	100%

*Bus and light rail service is measured by Share of Route Miles; heavy rail and ferry service is measured by Share of Stops.

Figure 9

**Access-Based (Communities of Concern)
Transit
Comparison of 2013 TIP Investments and Distribution of Stops and Route
Miles in Communities of Concern**



Source: 2013 TIP, MTC GIS, and 2005-2009 American Community Survey

Observations

- The share of transit investment attributed to Communities of Concern (20%) is greater than the share of existing transit service in Communities of Concern (18%).
- The share of existing transit service in Communities of Concern (18%) is less than the share of the population living in Communities of Concern (20%).

Key Findings

The purpose of this investment analysis is to compare the allocation of 2013 TIP investments between low-income and minority and all other populations. The key question addressed is: “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”

This analysis attempts to take a relatively conservative approach to assigning investments (or “benefit”) to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2013 TIP invests greater public funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or trip-making as a whole.

- The two approaches both concluded in the aggregate that there is a relatively higher proportional investment in the 2013 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations. Table 12 summarizes these results.

Table 12. Findings for Aggregate Analysis

	Share of 2013 TIP Investment	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	24%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
Access-Based	22%	20% (population - community of concern)

- In delving deeper into the investments by mode, one finds that the results are similar. For example, within the population use-based analysis for transit, the results showed that for low-income populations, the share of investment (59 percent) was slightly higher than the share of trips (56 percent). The share of investment in minority transit trips (61 percent) is both slightly greater than the minority share of the total population and also slightly more than the share of transit trips made by minority populations (60 percent). For streets and road investments, these findings also hold true. However, the results were not uniform across all racial minority groups. In no case, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.

Next Steps

As this is the second attempt of an analysis that has few national models, we expect that future iterations of the investment analysis for the 2015 TIP and its successors can improve on some of the limitations encountered in both the population use-based and access-based approaches.

Among the improvement areas for consideration:

- Continue to research and identify best practices in the field;
- Update and make more consistent available survey data sets for Bay Area travel behavior and demographics; and
- Improve the analytical framework for assessing benefits and burdens to low-income and minority populations for a set of planned infrastructure investments

Appendix A: Regulatory and Policy Context for Environmental Justice in Long-Range Transportation Planning

The legal, regulatory, and policy framework for environmental justice as it relates to the long-range transportation planning process is below:

Title VI of the Civil Rights Act: The federal Civil Rights Act of 1964 has two key provisions that are the basis of environmental justice. Section 601 of Title VI states: *“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”* Section 602 also empowers federal departments and agencies (such as the Department of Transportation and its various agencies) to promulgate rules and regulations that implement this provision.

Federal Guidance on Environmental Justice: In 1994, President Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which states, *“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”* The identification of low-income populations is an additional distinction to the provisions of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin only.

The U.S. Department of Transportation incorporated all these populations into its guidance on environmental justice. In particular, DOT directs its agencies to adhere to three environmental justice principles outlined by the Executive Order:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Furthermore, in addition to these directions required of all DOT agencies, in 1998 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), two agencies within DOT, jointly issued guidance specifying responsibilities for metropolitan planning processes, which includes MTC’s development of the region’s long-range transportation plan (other directives apply to activities carried out by state DOTs and public transit agencies). Under this FHWA/FTA guidance, MPOs must:

- Enhance analytical capabilities to ensure that the long-range transportation plan and transportation improvement program comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations, identify and address needs, and assure that benefits and burdens of transportation investments are fairly distributed.

- Improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

MTC carries out each of these directives by (a) continually gathering and analyzing regional demographic and travel data and refining its analytical capabilities; (b) supporting locally based needs assessments in low-income and minority communities through the Community Based Transportation Planning program, funding projects targeting low-income communities through the Lifeline Transportation Program, and conducting an equity analysis of each long-range Regional Transportation Plan (which this report summarizes); and (c) examining and refining the agency's public involvement process to ensure full and fair participation in decision-making. The 2013 TIP investment analysis is an expanded effort related to these directives.

FTA has issued proposed rulemaking on both Environmental Justice and Title VI principles with a request to review and submit comment by December 2, 2011. FHWA also issued new EJ guidance with a request to review and submit comment by January 20, 2012. The circulars have not been finalized.

MTC'S Environmental Justice Principles: As noted at the outset, in 2006, MTC adopted two Environmental Justice Principles advanced by its Minority Citizens Advisory Committee to serve as the environmental justice framework for the Commission's activities. They are:

- 1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
- 2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

Appendix B: Definitions and Data Sources

Definitions

Minority

MTC uses the U.S. Census Bureau's definitions of different racial and ethnic populations to determine minority status among the Bay Area population. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race or multiple races, or Hispanic/Latino of any race. The "non-minority" population includes those persons who identify as white and not Hispanic or Latino. The white, non-Hispanic population is no longer a "majority" in the Bay Area, but at 46% of the region's population it remains the largest racial/ethnic group in terms of total population share.

Low-Income

Defining individuals, households, populations, or communities as "low-income" is challenging. A person or a household can be "low-income" in the sense that they do not earn enough money to meet a basic standard of living, or they can be "low-income" in relation to other people or households that earn more money. Either determination is subjective to some extent, which makes it more difficult to characterize the low-income population as a whole than, for example, the minority population. In this report, two different definitions of "low-income" are used. While they are not strictly equivalent, they both represent roughly the lowest 20 to 25% of the region's population/households in terms of income.

Persons living below 200% of the Federal Poverty Level

This definition is used in the poverty-concentration threshold to identify "communities of concern," where at least 30% of residents have incomes below 200% of the federal poverty level. The population this definition represents is based on an *individual-level* determination of poverty status in relation to family income, family size, and a basic standard of living defined by the Census Bureau each year. As a reference, for a single-person household 200% of the poverty level in 2007 was \$21,180. For a two-adult, two-child household, the 200% threshold was \$42,054.

Households with Incomes Below \$50,000

Due to limitations of data available, for this analysis low-income households are defined as those with an income less than \$50,000. This is roughly equivalent but slightly higher than 200 percent of the federal poverty level as noted previously.

Communities of Concern

In October 2011, MTC's Planning Committee approved an updated definition of Communities of Concern (CoC) for use in Plan Bay Area to include communities that are characterized as having 4 or more factors listed below, or that have concentrations of both low-income and minority populations that are equal to or exceed the proposed threshold. This approach produces a community-of-concern definition that is much more targeted than the definition used in the 2011 TIP analysis.

Disadvantage Factor	% of Regional Population ¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

Road Miles used in Access Based Analysis

In the access-based methodology, the mileage information used was based on GIS data that used centerline miles for most local streets and directional miles for roads that are classified as major arterials and above.

Data Sources

This section describes the various data sources used to perform the 2013 TIP Investment Analysis.

American Community Survey

The American Community Survey (ACS) is a newer Census Bureau data product, which replaces the “long form” questionnaire used in previous decennial Censuses to sample household socioeconomic characteristics. Whereas the decennial Census long-form data was previously released once every 10 years, the American Community Survey data is an ongoing survey, updated annually. Currently, data is available for larger geographic areas of more than 65,000 population, including 2005, 2006, and 2007 data for all nine Bay Area counties and the region as a whole. The five-year accumulation of ACS data for 2005–2009 at the census tract and block group level was used in the analysis.

Bay Area Travel Survey (BATS)

The Bay Area Travel Survey is MTC’s periodic regional household travel survey, the most recent of which was conducted in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household characteristics.

MTC Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey were used in the financial analysis of RTP investments to determine transit-spending benefits to low-income households based on these households' share of transit use in the region.

Appendix C: Maps

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Alameda County TIP Projects

- 1 San Francisco-Oakland Bay Bridge
- 2 BART - Warm Springs Extension
- 3 BART Oakland Airport Connector
- 4 Outer Harbor Intermodal Terminals (OHIT)
- 5 7th Street Grade Separation and Roadway Improvement
- 6 Enhanced Bus - Telegraph/Intl/East 14th
- 7 I-680 Sunol Grade - Alameda SB HOV Final Phase
- 8 I-880 Fifth Avenue Bridge Retrofit/Replacement
- 9 I-580 (TriValley) Corridor - EB HOV/HOT Lanes
- 10 I-880 High Street Bridge Retrofit/Replacement
- 11 I-580 (TriValley) Corridor - WB HOV & Connectors
- 12 SFOBB Gateway Park
- 13 I-880/SR92 Interchange Reconstruction
- 14 I-880/SR 262 I/C and HOV Lanes
- 15 SR 84 Expressway Widening
- 16 I-880 SB HOV Lanes - Marina Blvd to Hegenberger
- 17 I-238 Widening
- 18 East-West Connector in Fremont & Union City
- 19 I-880 North Safety Improvements
- 20 Route 238 Corridor Improvement
- 21 I-80 Integrated Corridor Mobility Project
- 22 Union City Intermodal Station Infrastructure
- 23 Hayward Shop and Yard Expansion
- 24 Eastbound Truck Climbing Lane
- 25 Oakland Waterfront Bay Trail
- 26 Rt 92/Clawiter/Whitesell Interchange Improvements
- 27 I-680 Sunol Grade NB HOV Lane
- 28 I-880/Industrial Parkway West Interchange
- 29 I-880 NB and SB Auxiliary lanes
- 30 I-580 HOT Corridor Project
- 31 Alameda: Vasco Road Safety Improvements
- 32 I-880/Broadway-Jackson Interchange
- 33 I-880/Marina Blvd Interchange and Overcrossing Rep
- 34 I-680 SMART Carpool Lane
- 35 I-880 Auxiliary lanes at Industrial Parkway
- 36 Tinker Avenue Reconfiguration
- 37 East Bay Green Transportation Initiative
- 38 42nd Ave. & High St. I-880 Access Improv.
- 39 ACE Track Improvements.
- 40 I-580/Vasco Road Interchange Modification
- 41 I-680/Bernal Avenue interchange improvements
- 42 AC Transit: Line 51 Corridor
- 43 Shore Power Initiative
- 44 Satellite Bus Operating Facility Expan. Ph. 1 & 2
- 45 North Canyons Parkway Widening

- = Road projects with funds in the four-year TIP period
- = Transit projects with funds in the four-year TIP period
- = Road projects with no funds in the four-year TIP period
- = Transit projects with no funds in the four-year TIP period

NOTE:

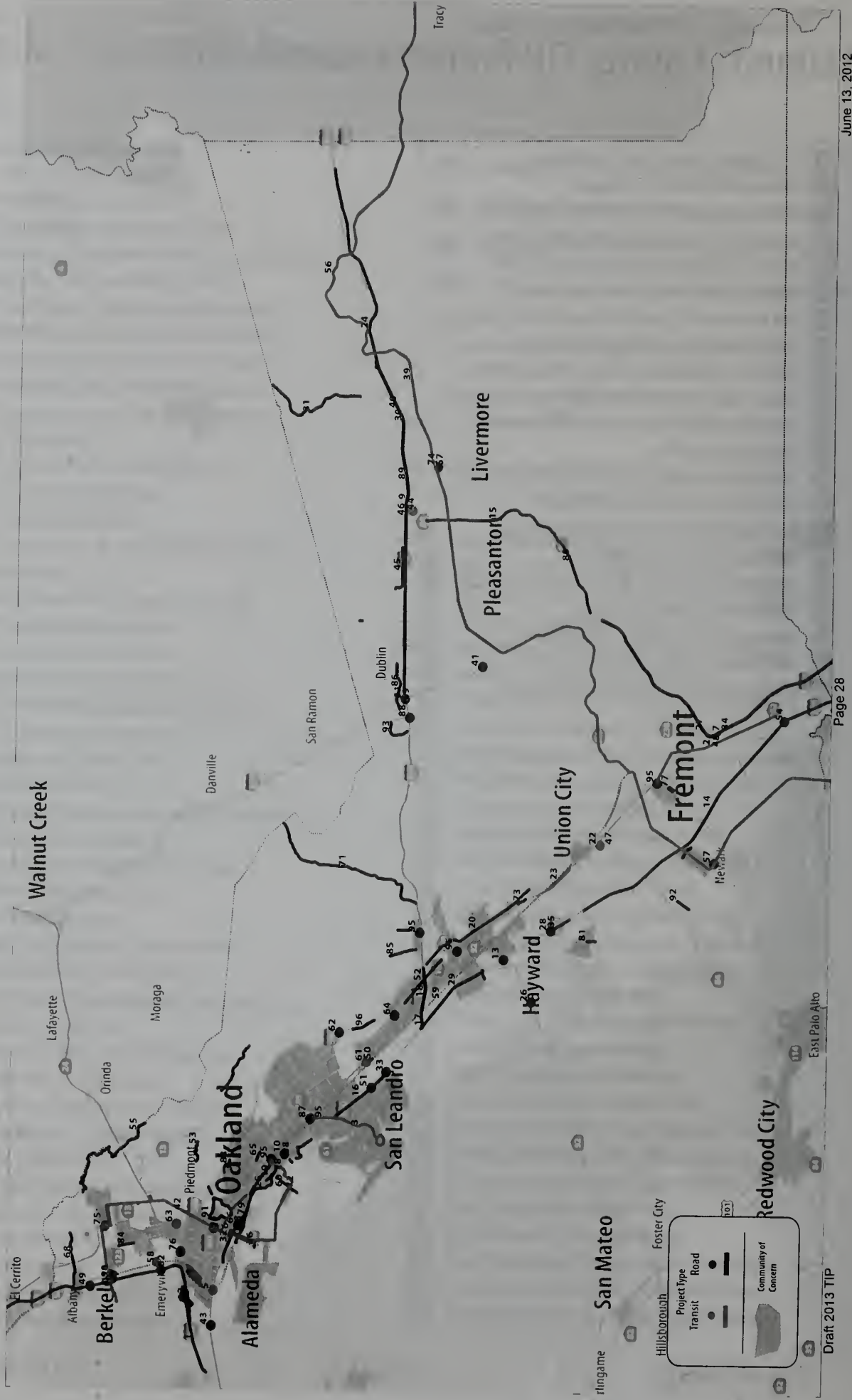
- 71% of the 2013 TIP projects are mapped.
- Some projects in the 2013 TIP have no funds in the four-year TIP period.
- All the maps are available at:
www.mtc.ca.gov/funding/tip/2013/maps/

- 46 I-580 (TriValley) Right of Way Preservation
- 47 Union City BART East Plaza Enhancements
- 48 I-680 Sunol Grade SouthBound HOV Lanes - SCL Final
- 49 I-80 Gilman Interchange Reconfiguration
- 50 San Leandro Downtown-BART Pedestrian Interface
- 51 I-880/SR 112 Overcrossing Replacement
- 52 E. 14th St/Mission Blvd Streetscape Improvements
- 53 Hampton Rd Streetscape Improvements
- 54 AB3090 Replacement Project 880/Mission Landscape
- 55 Various Streets Resurfacing and Bikeway Facilities
- 56 ACE Signal System Rehabilitation
- 57 Central Avenue Railroad Overpass at UPRR
- 58 Emeryville Intermodal Transfer Station: Phase 1
- 59 I-238 Widening Replacement Planting
- 60 Estuary Bridges Seismic Retrofit and Repairs
- 61 San Leandro BART - Transit Access Improvements
- 62 I-580 / Foothill Road interchange improvements
- 63 MacArthur BART Plaza Remodel
- 64 SR 185 - E. 14th St/ Hesperian Blvd/150th Ave
- 65 Oakland Foothill Blvd Streetscape
- 66 I-880 SB Auxiliary Lane at Oak Street
- 67 Livermore Village Plaza & Infrastructure
- 68 Albany - Buchanan Bicycle and Pedestrian Path
- 69 Alamo Canal Regional Trail, I-580 Undercrossing
- 70 Berkeley Bay Trail Extension - Segment One
- 71 Crow Canyon Safety Improvements
- 72 City of Alameda - Park St Streetscape
- 73 South Hayward BART Area/Dixon Street Streetscape
- 74 Iron Horse Trail Extension in Downtown Livermore
- 75 Downtown Berkeley BART Plaza/Transit Area Imps.

Alameda County TIP Projects (*continued*)

- 76** I-580 Oakland Horton/Hollis St. Widening
- 77** Fremont CBD/Midtown Streetscape
- 78** Fruitvale Avenue Roadway Bridge Seismic Retrofit
- 79** Oakland Bay Trail to Lake Merritt Bike/Ped Bridge
- 80** PSR: SR 84 Widening from Pigeon Pass to I-680
- 81** Union City Blvd Corridor Bicycle Imp, Phase 1
- 82** I-80 Eastbound Off-ramp Widening at Powell Street
- 83** I-580 Oakland 14th to Ardley Noise Barriers
- 84** Berkeley - Sacramento St Rehab - Dwight to Ashby
- 85** Alameda Co - Central Unincorporated Pavement Rehab
- 86** West Dublin BART Golden Gate Drive Streetscape
- 87** Oakland Coliseum TOD
- 88** Pleasanton - Foothill/I-580 IC Bike/Ped Facilities
- 89** I-580 WB Auxiliary Lane, First to Isabel
- 90** Berkeley Bike/Ped Overcrossing Site Access Imps
- 91** Lake Merritt Improvement Project
- 92** Newark - Cedar Blvd and Jarvis Ave Pavement Rehab
- 93** Dublin Citywide Street Resurfacing
- 94** Oakland 19th Street Uptown Bike Station
- 95** BART Station Electronic Bike Lockers, Ph. 2
- 96** I-580 Landscaping in the City of San Leandro

Alameda County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Alameda County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Contra Costa County TIP Projects

- 1 SR 4 East Widening from Somersville to SR-160
- 2 E-BART - East Contra Costa Rail Extension
- 3 SR 24 - Caldecott Tunnel 4th Bore
- 4 I-680 / SR 4 I/C Reconstruction - Phases 1-5
- 5 I-680 HOV Direct Ramps
- 6 I-680 SB HOV Lane Gap Closure
- 7 I-680 South Contra Costa Roadway Rehabilitation
- 8 I-80/San Pablo Dam Rd I/C Modifications
- 9 SR4/SR160 Interchange and Connectors
- 10 Widen Dougherty Road to 6 lanes from Red Willow
- 11 SR4 Bypass: Balfour Interchange
- 12 I-680 NB HOV Lane Extension
- 13 Construct new interchange at Route 4/Phillips Lane
- 14 Marina Bay Parkway Grade Separation
- 15 I-680 Auxiliary Lanes
- 16 James Donlon Extension (Buchanan Rd Bypass)
- 17 SR4/Willow Pass Interchange Improvements
- 18 Contra Costa County Vasco Road Safety Improvements
- 19 SR 242 / Clayton Road Interchange Improvements
- 20 Hercules Intercity Rail Station
- 21 Richmond BART Parking Structure
- 22 Double rail track btw Oakley & Port Chicago
- 23 N. Richmond Truck Route
- 24 SR4 Bypass: Sand Creek Interchange
- 25 Richmond Ferry Service
- 26 Bollinger Canyon Road Widening (Alcosta to SRVB)
- 27 I-80/Central Ave Interchange Modification
- 28 SR4/Willow Avenue Ramps
- 29 SR4 Bypass: Laurel Rd to Sand Creek Ph II
- 30 Kirker Pass Road Truck Climbing Lanes
- 31 Richmond Prkwy Transit Center Parking
- 32 Lone Tree Way Undercrossing
- 33 Brentwood Boulevard North (Phases II & III)
- 34 SR4 Bypass: Laurel Rd to Sand Creek
- 35 East Side Improvements Richmond Intermodal Station
- 36 California Avenue Widening
- 37 Lone Tree Way Widening
- 38 Antioch - Wilbur Ave Bridge Widening
- 39 Pacheco Blvd Widening and Realignment
- 40 Construct Phase 2 of Hercules Intermodal Station
- 41 Widen Main Street to 6 lanes from State Route 160
- 42 SR4 Bypass: Sand Creek to Balfour Rd
- 43 Martinez Intermodal Station Parking Expansion
- 44 West Leland Extension, Phase II
- 45 Buskirk Avenue Widening

- = Road projects with funds in the four-year TIP period
- = Transit projects with funds in the four-year TIP period
- = Road projects with no funds in the four-year TIP period
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NOTE:

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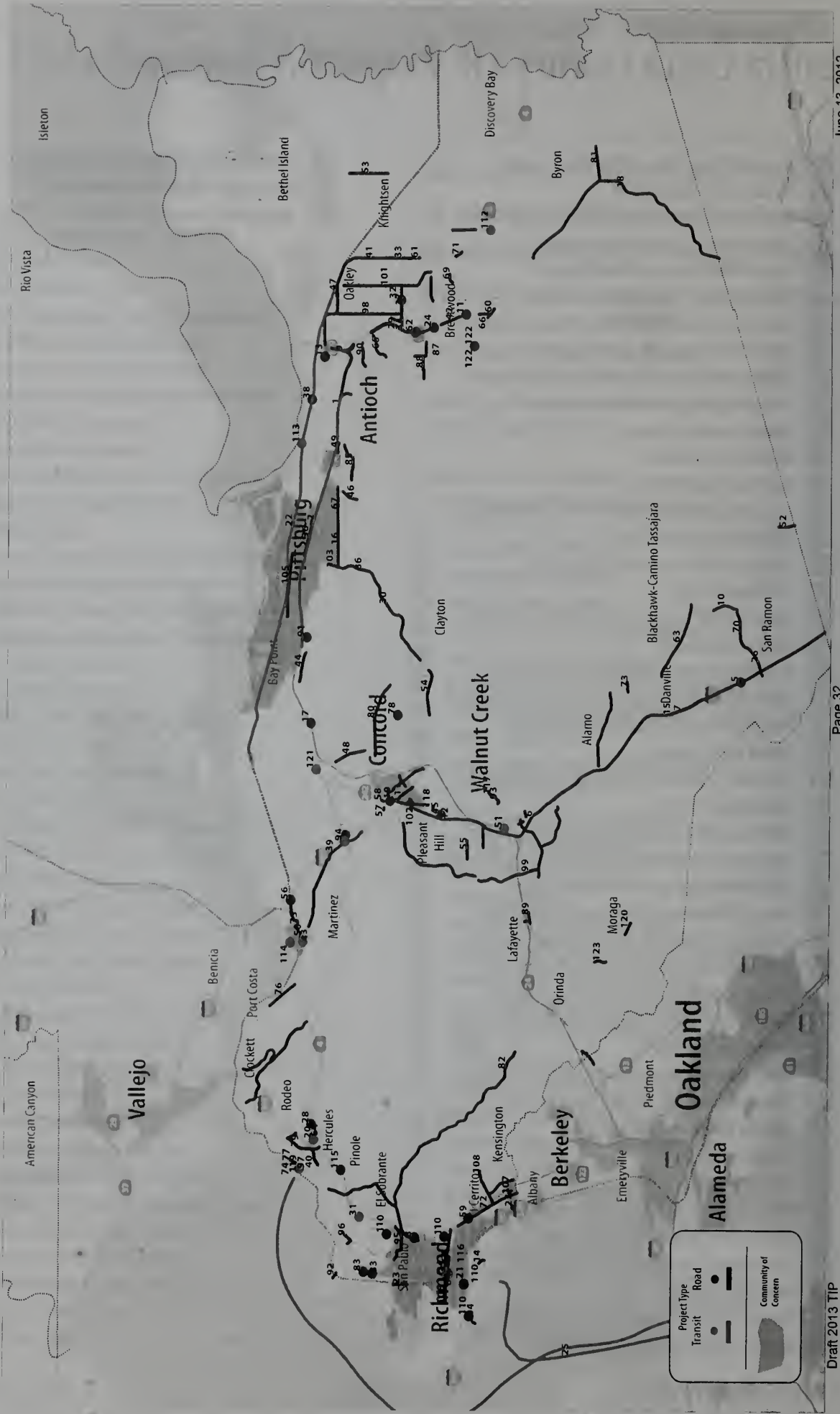
• All the maps are available at:
www.mtc.ca.gov/funding/tip/2013/maps/

- 46 Somersville Road Widening
- 47 SR4 Realignment in Oakley
- 48 Panoramic Drive Extension
- 49 Fitzuren Road Widening & Realignment
- 50 Court Street Overcrossing, Phase 1
- 51 Walnut Creek BART TOD Access Improvements
- 52 Camino Tassajara Safety Improvement Windemere Pkwy
- 53 Byron Hwy Extension
- 54 Ygnacio Valley/Kirker Pass Roads Widening
- 55 Geary Rd Widening Ph. 3
- 56 I-680/Marina Vista I/C Improvements
- 57 Commerce Avenue Extension
- 58 Waterworld Parkway Bridge
- 59 Del Norte Area TOD
- 60 John Muir Parkway Extension: Ph. II
- 61 SR4/Brentwood Boulevard Widening - North (Phase I)
- 62 Mokelumne Trail Bike/Ped Overcrossing
- 63 Crow Canyon/Camino Tassajara Intersection Imp.
- 64 Hercules New Town Center Complete Street
- 65 Laurel Road Extension
- 66 John Muir Parkway Extension (Phase I)
- 67 Pittsburg-Antioch Highway Widening
- 68 Richmond Nevin Avenue Streetscape
- 69 Central Blvd Widening (Phase II)
- 70 Widen and extend Bollinger Canyon Road to 6 lanes
- 71 SR4 (Brentwood Boulevard) Widening (South)
- 72 San Pablo Avenue Streetscape
- 73 Diablo Rd Improve, Green Valley to Avenida Neuva
- 74 Refugio Bridge - Bike, Ped & Vehicle Connectivity
- 75 Martinez - Marina Vista Streetscape

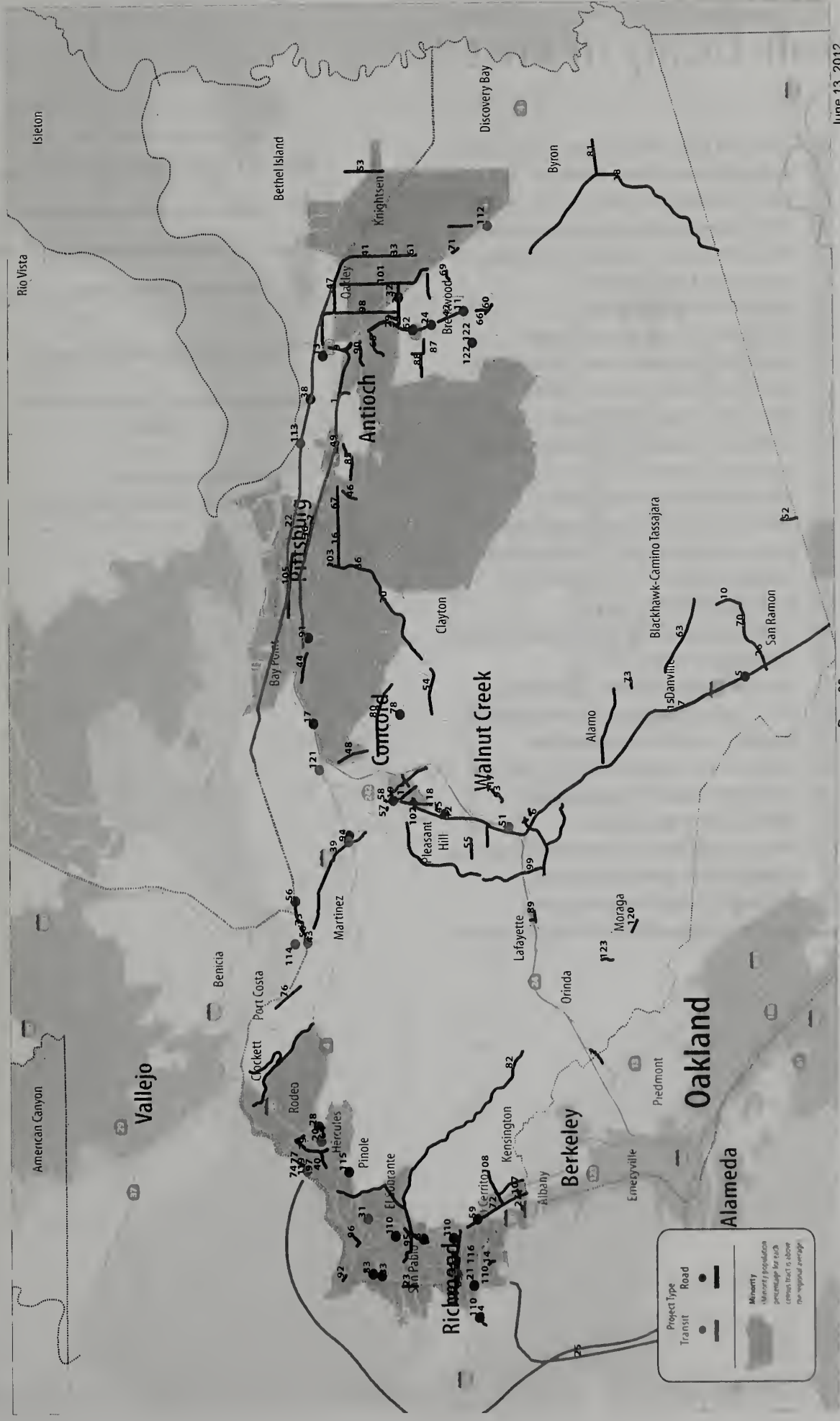
Contra Costa County TIP Projects *(continued)*

76	Carquinez Scenic Drive, SF Bay Trail Segment	121	CCCTA: Maintenance Facility Rehabilitation
77	Hercules (Bio-Rad) Bay Trail	122	Brentwood school area improvements
78	Improve Clayton Road/Treat Boulevard intersection	123	Moraga Way Pedestrian Pathway
79	Central Hercules Arterial Improvements		
80	Concord Blvd Pavement Rehabilitation		
81	Byron Highway - Vasco Road Connection		
82	Contra Costa Countywide Micro Surface Treatment		
83	Griffin Drive Railroad At-Grade Crossing		
84	CRichmond Nevin Ave Bike/Ped Imp & Streetscape		
85	CAntioch Various Streets Pavement Rehab		
86	CKirker Pass Road Overlay		
87	Hillcrest Ave Extension		
88	Sand Creek Road Extension		
89	CLafayette Downtown Bike/Ped Imp & Streetscape		
90	Wild Horse Road Extension		
91	CBailey Road Transit Access Improvement		
92	CAtlas Road Bridge		
93	CWalnut Creek Various Arterials & Collectors Rehab		
94	Pacheco Transit Hub		
95	El Portal Drive Rehabilitation / Gateway Phases II		
96	CMontalvin Manor Ped & Transit Access Improvements		
97	Hercules Intermodal Station Improvements		
98	Empire Road Widening		
99	CLafayette - Pleasant Hill Road South Bike/Ped Imps		
100	Slatten Ranch Road		
101	Brentwood 2012 Pavement Management Program		
102	Monument Corridor Pedestrian and Bikeway Network I		
103	Pittsburg Railroad Avenue Pavement Rehab		
104	Dornan Drive/Garrard Blvd Tunnel Rehabilitation		
105	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks		
106	Richmond Transit Village Transit & Ped Improv.		
107	El Cerrito Central Ave & Liberty St Streetscape		
108	El Cerrito Moeser Ln and Ashbury Ped and Bike Lane		
109	Hercules Ferry Service		
110	SR25 - Nystrom, Coronado, Highland, Wilson & Wash.		
111	Concord Monument Corridor Shared Use Trail		
112	Tri Delta Transit Park and Ride Lots		
113	Antioch Ferry Service		
114	Martinez Ferry Service		
115	Widen Pinole Valley Road ramps at I-80		
116	Richmond Barrett Avenue Bicycle Lanes		
117	Ygnacio Valley Road Ped/Bike Trail Phase 2		
118	Lisa Lane Sidewalk Project		
119	Hercules - San Pablo Ave. Pavement Rehabilitation		
120	Moraga Way Streetscape Improvements		

Contra Costa County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Contra Costa County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Marin County TIP Projects

- 1 US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)
- 2 Golden Gate Bridge Seismic Retrofit, Ph: 1-3A
- 3 Golden Gate Bridge Seismic Retrofit, Phase 3B
- 4 US 101 / Greenbrae Interchange Corridor Impts.
- 5 Golden Gate Bridge - Suicide Deterrent System
- 6 Ferry channel & berth dredging.
- 7 I-580 WB to US 101 NB Aux Lanes
- 8 Central Marin Ferry Access Improvements
- 9 Novato Boulevard Improvements, Diablo to Grant
- 10 Mill Valley - Miller Avenue Rehabilitation
- 11 San Anselmo - Center Blvd Bridge Replcmnt(27C0079)
- 12 Highway 101 Landscaping for Gap Closure Project
- 13 Stinson Beach Access Road
- 14 Marin county: Bus Stop Improvements
- 15 Larkspur Ferry Terminal Parking Improvements
- 16 San Rafael: Sidewalk along East Francisco Blvd
- 17 San Rafael Citywide Street Resurfacing
- 18 Novato Boulevard Resurfacing
- 19 Marinwood, Greenbrae, Strawberry & Marin City Imps
- 20 Tennessee Valley Bridge
- 21 Marin Bike/Ped Facility North of Atherton Ave.
- 22 US 101 - Golden Gate Botanical Area Revegetation
- 23 Strawberry Point School Pedestrian Imps
- 24 Sir Francis Drake Boulevard Westbound Bike Lane
- 25 Venetia Valley School SR25 Improvements
- 26 Sycamore Avenue Improvements
- 27 Miller Creek Road Bike Lanes and Ped Improvements
- 28 San Rafael Transit Center Improvements
- 29 Mill Valley - Edgwood Avenue Resurfacing
- 30 Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps

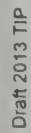
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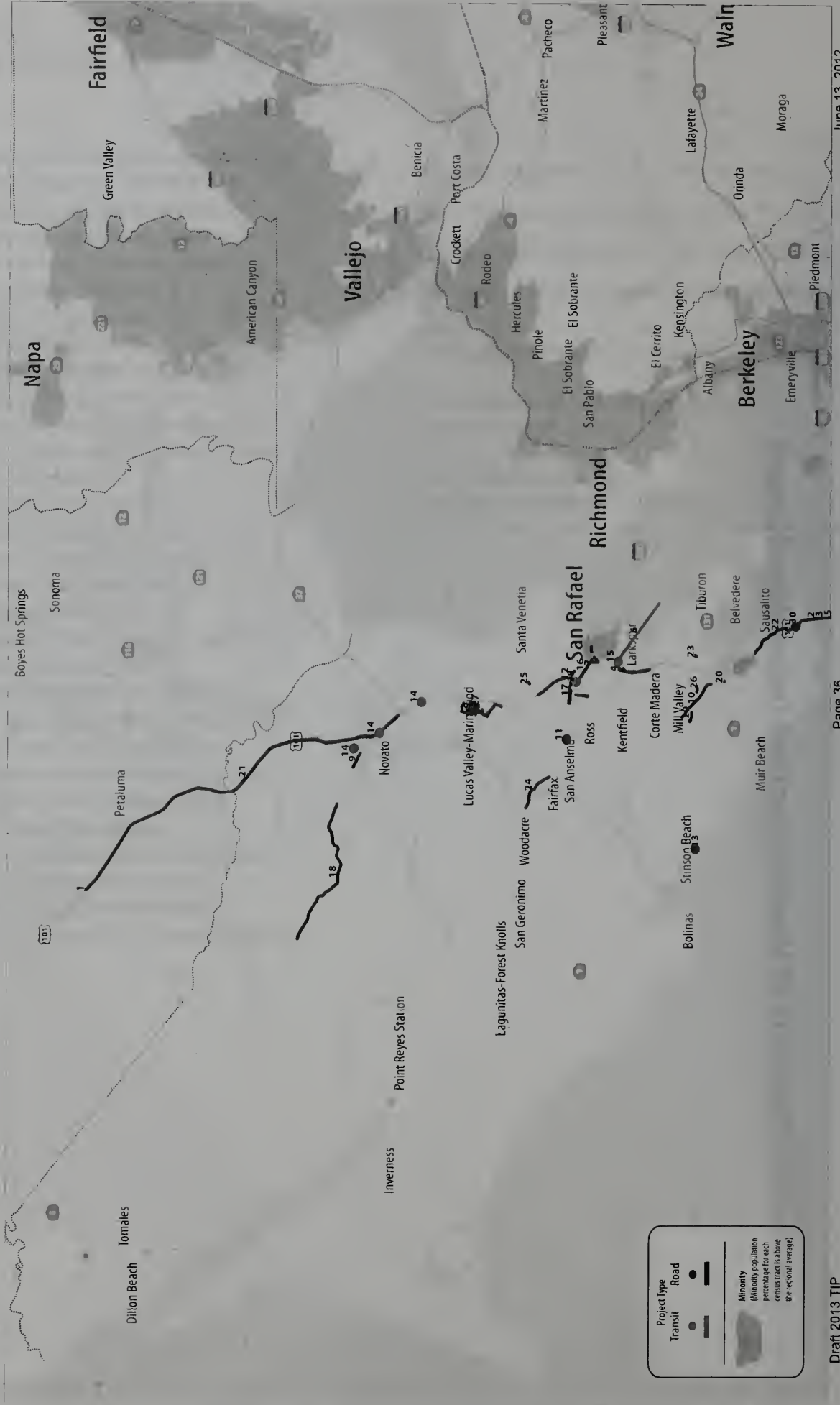
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Marin County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Napa County TIP Projects

- 1 SR 12 (Jamieson Canyon Road) Widening
- 2 SR 12/29/221 Soscol Junction Interchange Study
- 3 Silverado Trail Phase G and H Rehab
- 4 Design of SR 12/29 Grade Separation
- 5 Napa County Road Rehab. Various Streets
- 6 Wetlands Edge Bay Trail Segment
- 7 Napa County: Silverado Trail Paving Phase F
- 8 Napa City - Linda Vista Pavement Overlay
- 9 Napa (City): 2011 Cape Seal Pavement Rehab
- 10 Browns Valley Roundabout
- 11 Napa City North/South Bike Connection
- 12 American Canyon - Napa Square Pavement Rehab.
- 13 American Canyon Napa Junction Elementary Ped Imps
- 14 American Canyon: Theresa Ave Sidewalk Imp Phase 3
- 15 Yountville - Napa County Bicycle Path Improvements
- 16 Napa:Lincoln Ave Bike Lane - Jefferson to Railroad
- 17 Napa County: Napa River/Bay Trail Segment 7 & 8

-  = Road projects with funds in the four-year TIP period
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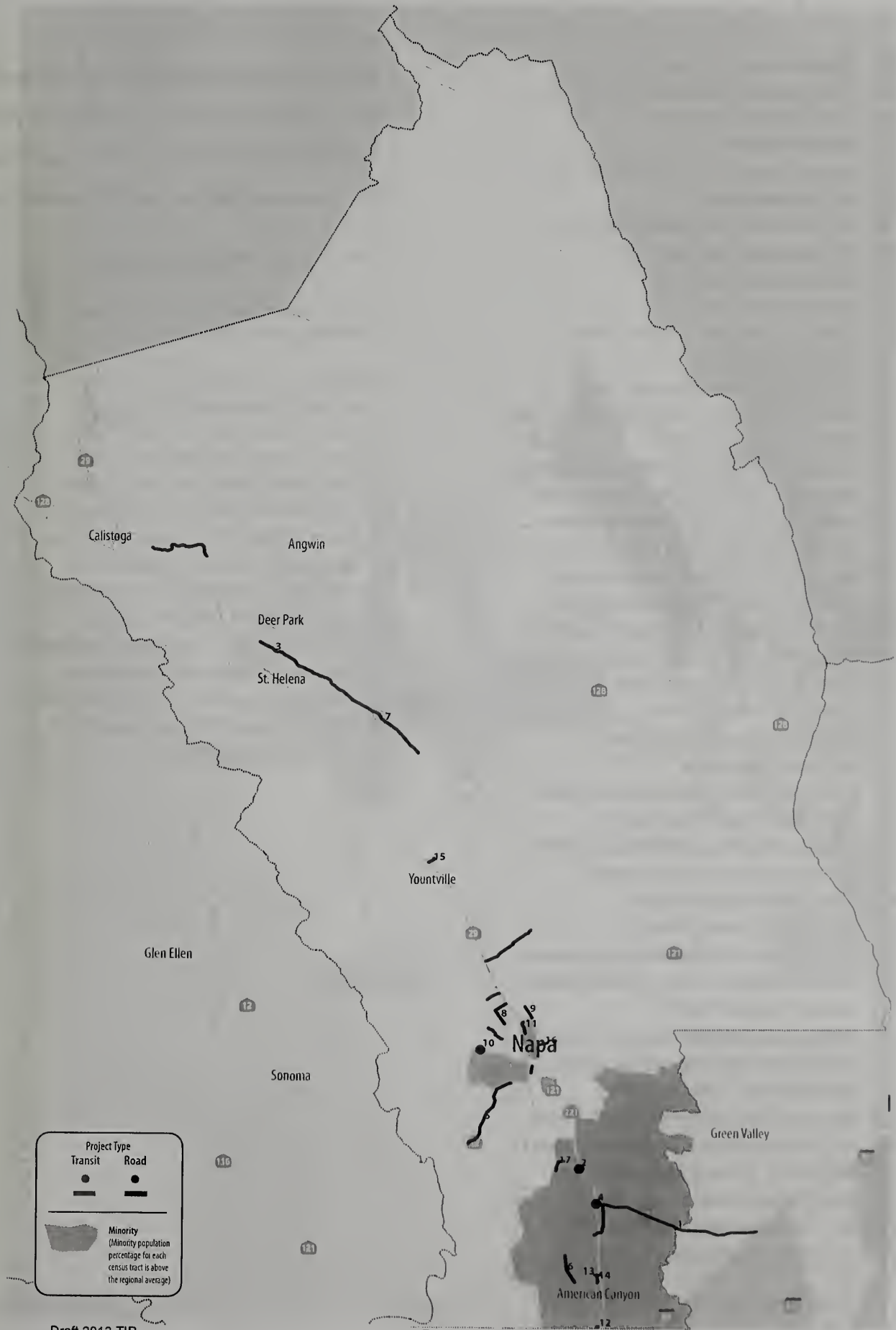
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Appendix C: TIP Investment Analysis

Napa County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Napa County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Francisco County TIP Projects

- 1 Transbay Term/Caltrain Downtown Ext - Ph.1
- 2 SF Muni Third St LRT Phase 2 - New Central Subway
- 3 US 101 Doyle Drive Replacement
- 4 Caltrain Electrification
- 5 Transbay Terminal/Caltrain Downtown Ext: Ph. 2
- 6 Geary Bus Rapid Transit
- 7 Yerba Buena Island (YBI) Ramp Improvements
- 8 Bayview Transportation Improvements
- 9 Islais Creek Motor Coach Facility
- 10 Van Ness Bus Rapid Transit
- 11 Cable Car Traction Power & Guideway Rehab
- 12 Oakdale Caltrain Station
- 13 BRT-Ped-Bike Bridge over Yosemite Slough
- 14 Arterial from Harney Way & Jamestown Ave. to Crisp
- 15 SFGO-Corridor Management
- 16 Geneva-Harney BRT to Hunters Point - Geneva Portio
- 17 Mission Bay Residential Improvements Ph. II & III
- 18 Extended Trolleybus Service into Hunters Point
- 19 4th St Bridge Seismic Retrofit & Rehab
- 20 Mission Bay Biotech Cluster East Improvements
- 21 Golden Gate Bridge - Moveable Median Barrier
- 22 UCSF at Mission Bay Transportation Improvements
- 23 Geneva-Harney BRT to Hunters Point - Geneva Extn
- 24 Harney Way Roadway Improvements
- 25 Transit Center in Hunters Point
- 26 San Francisco Downtown Ferry Terminal
- 27 Great Highway Restoration
- 28 Phelan Loop Pedestrian and Street Beautification
- 29 SFMTA: Mission Mobility Maximization
- 30 Fishermans Wharf Ferry Terminal Improvements
- 31 I-280 and Mariposa Ramp Improvements
- 32 Transit Center in Candlestick Point
- 33 San Francisco - Folsom Streetscape
- 34 Embarcadero Corridor Transportation Improvements
- 35 San Francisco Market & Haight St. Transit/Ped Imps
- 36 Glen Park Intermodal Facility
- 37 SFMTA: N-Judah Mobility Maximization Project
- 38 Balboa Park Station Eastside Walkway Project
- 39 BART/MUNI Direct Connection Platform
- 40 24th Street/Mission BART Plaza Pedestrian Imps.
- 41 South of Market Alleyways Improvements, Phase 2
- 42 San Francisco - Broadway Streetscape
- 43 Historic Streetcar Extension to Fort Mason
- 44 SR 1 - 19th Avenue Median Improvements
- 45 San Francisco - Arelous Walker Stairway Imps.

- = Road projects with funds in the four-year TIP period
- = Transit projects with funds in the four-year TIP period
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- = Transit projects with no funds in the four-year TIP period

NOTE:

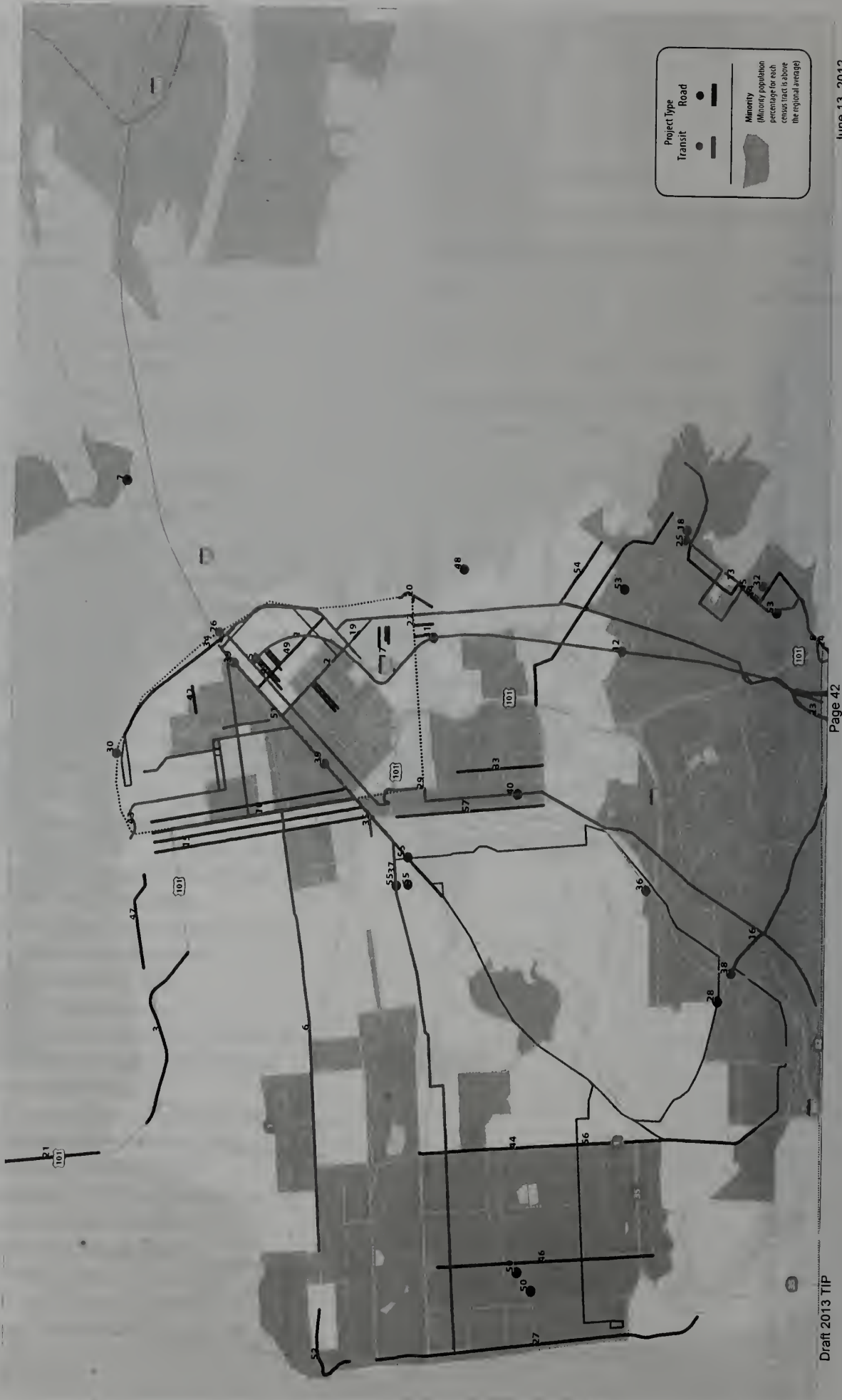
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- 46 Sunset Boulevard Ped Safety and Education
- 47 San Francisco - Marina Green Bicycle Trail Imps.
- 48 Pier 70 Shoreline Open Space Improvements
- 49 Second St Phase 1 - SFgo Signal Rehab and Upgrade
- 50 Sunset and AP Giannini SR2S Improvements
- 51 San Francisco Value Pricing and Regulation Study
- 52 San Francisco Point Lobos Streetscape
- 53 Hunters Pt Shipyard & Candlestick Pt Proj Roadways
- 54 San Francisco Cargo Way Bay Trail Bike Lanes
- 55 Church and Duboce Bike / Pedestrian Enhancements
- 56 SR 1 - 19th Avenue Streetscape Improvements
- 57 San Francisco Bicycle Parking

Appendix C: TIP Investment Analysis
San Francisco County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



San Francisco County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Mateo County TIP Projects

- 1 SR 1 Devils Slide Bypass
- 2 Dumbarton Rail Service (PE and ROW only)
- 3 US 101 Auxiliary Lanes - 3rd to Millbrae
- 4 Caltrain Express: Phase 2
- 5 US 101 Auxiliary Lanes - Marsh Road to SCL County
- 6 US 101 / Broadway Interchange Improvement
- 7 Construct WB lane on Rte 92
- 8 US 101 / Woodside Interchange Improvement
- 9 US 101 Aux lanes from San Bruno Ave to Grand Ave
- 10 SR 1 - Fassler to West Port Drive Widening
- 11 Improve Rte 92 from SM Bridge to I-280
- 12 Dumbarton Bridge Seismic Retrofit
- 13 US 101 / Willow Road Interchange Reconstruction
- 14 Diridon Stn:Track/Signal/Term Rehab Upgrade
- 15 South SF Station Improvement Project
- 16 Improve US 101 operations near Rte 92
- 17 I-280/Route 1 interchange safety improvements
- 18 Tilton-Poplar Grade Separation
- 19 Utah Avenue (Produce Avenue) Overcrossing
- 20 Caltrain: Systemwide Security
- 21 WETA: Redwood City Ferry Service
- 22 US 101/Candlestick Interchange
- 23 US 101 Millbrae Ave Bike/Ped Bridge
- 24 Bay Rd Improvement Phase II & III
- 25 SR92/El Camino Real (SR82) Ramp Modifications
- 26 SR1 San Pedro Creek Bridge Replacement
- 27 US 101 Belmont Bike/Ped Bridge
- 28 SR 82-El Camino Real Signal Coordination
- 29 Route 1 improvements in Half Moon Bay
- 30 US 101 Aux lanes from Sierra Point to SF Cnty Line
- 31 SR 92 Shoulder Widening & Curve Correction
- 32 Blomquist Street Extension
- 33 Reconfiguration of San Carlos Transit Center
- 34 SR 82 - El Camino Real Grand Boulevard Initiative
- 35 US101/Holly Interchange modification
- 36 East Side Community Transit Connectivity Imprvmnts
- 37 Widen Woodside Rd from 4 to 6 lanes btw ECR and BW
- 38 SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I
- 39 State Route 92/Chess Drive - Ramp Widening Project
- 40 US 101 University Ave Overpass Bike/Ped Facility
- 41 San Mateo Co. Pavement Program
- 42 San Mateo Street Rehab of Various Fed. Aid Routes
- 43 Daly City Street Rehab Program
- 44 Daly City BART Station Improvements
- 45 Resurfacing of Pescadero Creek Road

- = Road projects with funds in the four-year TIP period
- = Transit projects with funds in the four-year TIP period
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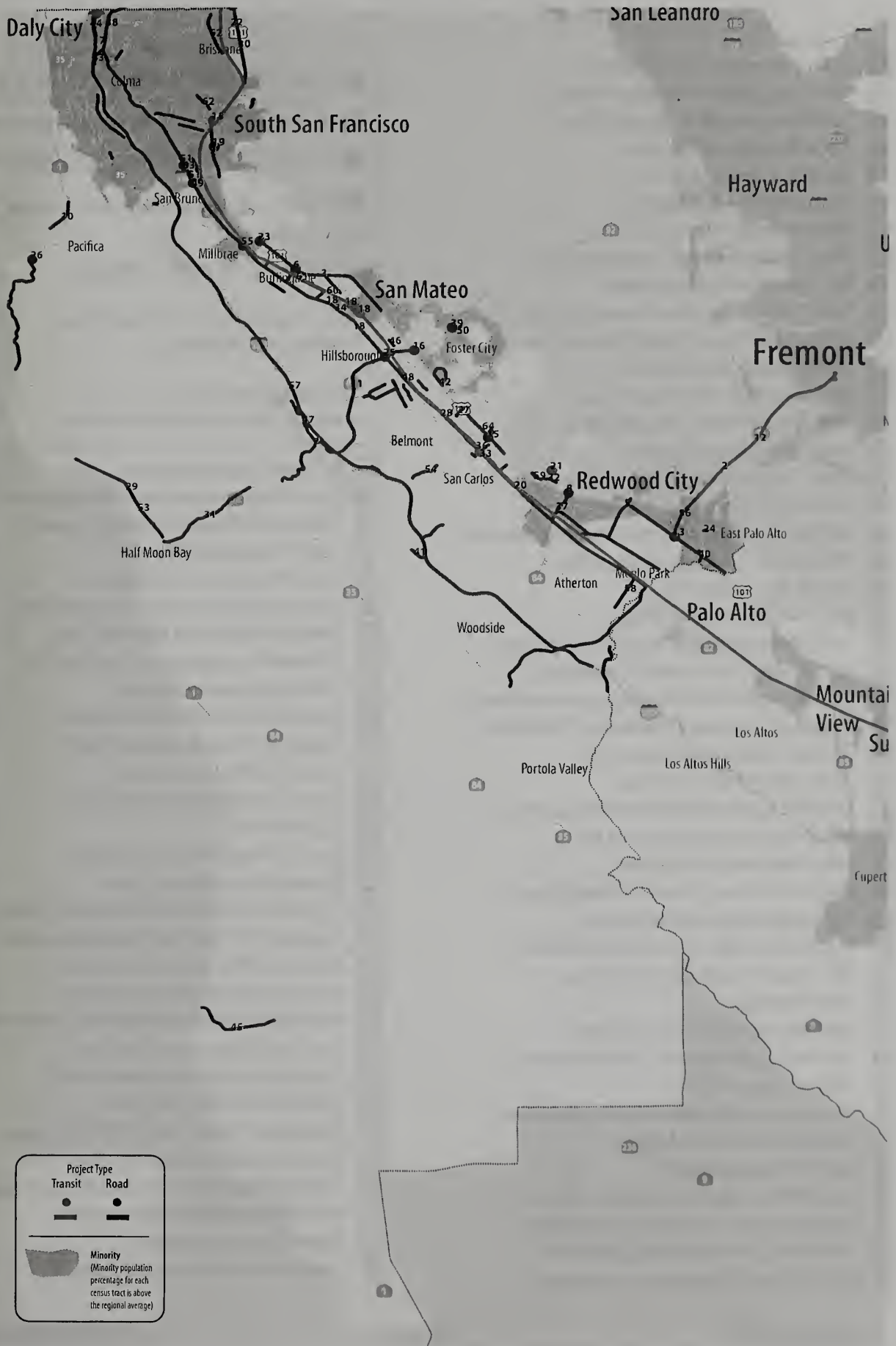
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- 46 Delaware Street Bike Lane and Streetscape
- 47 CSRT South of Dam Conversion
- 48 El Camino Real Phase I Improvement
- 49 SR 82 El Camino Real: Grand Boulevard Initiative
- 50 Triton Drive Widening
- 51 San Bruno Street Medians and Grand Blvd Imprvmnts
- 52 Bayshore Corridor North South Bikeway
- 53 Highway 1 Bicycle/Pedestrian Trail
- 54 San Carlos Pavement Rehab Program
- 55 El Camino Real & Victoria Ave Pedestrian Crossing
- 56 Dumbarton Bridge to US101 Connection Study
- 57 I-280 Wildlife Connectivity Research
- 58 Menlo Park 2010/11 Resurfacing of Federal Aid Rtes
- 59 Bair Island Bay Trail Improvements
- 60 Burlingame - Federal Grant Street Resurfacing
- 61 Burlingame Ave. and Broadway Districts Streetscape
- 62 South San Francisco: Regional Gap Closure Project
- 63 San Bruno Transit Corridor Ped Connection Imprvmnt
- 64 Skyway/Shoreway Bike Route Improvements

San Mateo County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



San Mateo County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Santa Clara County TIP Projects

- 1 BART - Berryessa to San Jose Extension
- 2 BART - Warm Springs to Berryessa Extension
- 3 San Jose International Airport People Mover
- 4 Capitol Expressway LRT Extension
- 5 SR 25/Santa Teresa Blvd/US 101 IC
- 6 El Camino Real Bus Rapid Transit
- 7 LRT Extension to Vasona Junction
- 8 I-880/I-280/Stevens Creek I/C Improvements
- 9 VTA: Stevens Creek Bus Rapid Transit
- 10 Santa Clara/Alum Rock Transit Improvement/BRT
- 11 US 101 Aux/HOV Lanes - SR 85 to SM County Line
- 12 I-880 Widening - SR237 to US101
- 13 Santa Clara County - US 101 Express Lanes
- 14 I-880 Coleman Avenue I/C Reconfiguration.
- 15 San Tomas Expressway Widening
- 16 US 101 / Tully Road Interchange Modifications
- 17 SR 85 Express Lanes
- 18 I-880/Montague Expressway interchange Improvements
- 19 SR-152/SR-156 Interchange Improvements.
- 20 Autumn Street Extension
- 21 Charcot Avenue Extension over I-880
- 22 US 101 SB Trimble Road/De La Cruz Boulevard/Centra
- 23 US 101 / Capitol-Yerba Buena I/C Modifications
- 24 Montague Expressway/Trimble interchange improvement
- 25 Widen Montague Expwy bet Trade Zone & Park Victori
- 26 Downtown Couplet Conversion Projects
- 27 US 101 / Mabury New Interchange
- 28 Butterfield Boulevard Extension from Tennant Avenue
- 29 I-280 Roadway Rehabilitation in San Jose
- 30 Central Expressway Auxiliary Lanes
- 31 San Tomas Expressway Box Culvert Rehabilitation
- 32 San Jose: Road Rehab and Ped. Facilities
- 33 US 101 / Blossom Hill I/C Reconst & Road Widening
- 34 SR 237 Express Lanes: I-880 to Mathilda Ave
- 35 Coyote Creek Trail
- 36 US 101/Montague Expressway Interchange
- 37 Widen Montague Exp between Lick Mill-Trade Zone
- 38 Lower Guadalupe River Trail
- 39 Coleman Avenue Widening from I-880 to Taylor Stree
- 40 Almaden Expressway Ped. Bridge
- 41 New SR152 Alignment Study
- 42 Page Mill Road/I-280 Interchange Reconfiguration
- 43 Santa Clara Grade-Separated Pedestrian Crossing
- 44 San Jose 2012 Streets Resurfacing and Rehab
- 45 SR 87 Guadalupe Freeway Corridor Landscaping

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- = Transit projects with funds in the four-year TIP period
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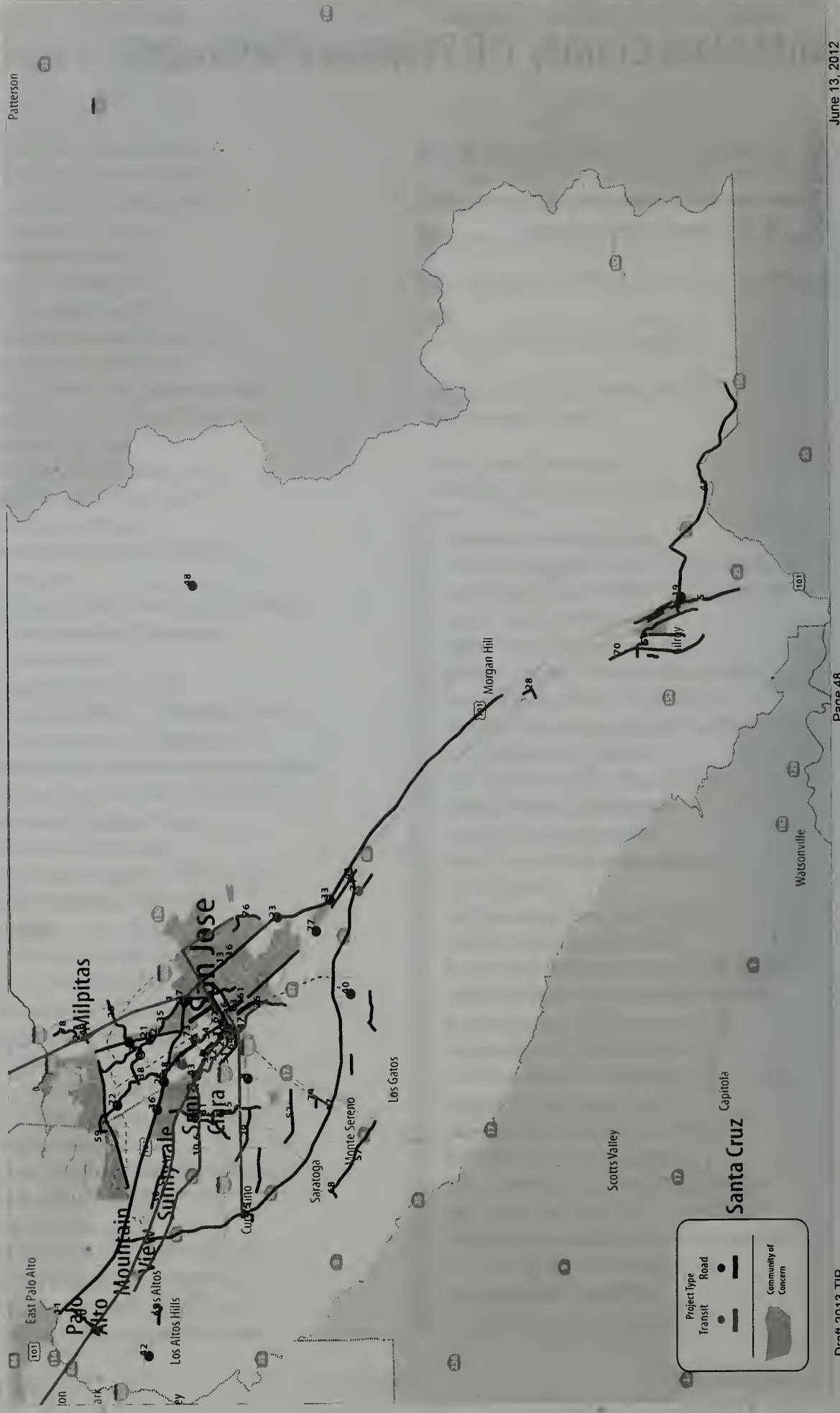
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- 46 Accessible Capital Enhancement
- 47 San Jose: Los Gatos Creek Reach 5 Bridge Crossings
- 48 Isabel Bridge (Bridge #37C0089) Replacement
- 49 SR 237 - Calaveras Blvd Widening
- 50 Oregon-Page Mill Expwy Improvements
- 51 San Jose: Alameda - A Plan for The Beautiful Way
- 52 Campbell Avenue Portals Bike/Ped Facilities
- 53 Gilroy New Ronan Channel and Lions Creek Trail
- 54 VTA: LRV Maintenance Shop Hoist
- 55 Hendy Ave Complete Street Improvements
- 56 San Jose - San Carlos Multimodal Phase 2
- 57 Highway 9 Safety Improvements
- 58 US 101 / SR 87-Trimble Road Landscaping
- 59 Bay Trail Reach 9
- 60 San Tomas Aquino Creek Spur Trail Imps
- 61 Innovative Bicycle Detection System
- 62 St. John Street Multi-Modal Improvements - Phase 1
- 63 San Carlos Multimodal Streetscape Improvements
- 64 Park Avenue Multi-Modal Improvements
- 65 San Tomas Aquino Creek Reach 4 New Trail
- 66 San Fernando Street Enhanced Bikeway & Ped Access
- 67 Palo Alto California Avenue Transit Hub
- 68 Saratoga Village Ped Enhancement Phase 2
- 69 Safe Routes to Los Altos Hills Schools
- 70 Gilroy School Crossings, Sidewalks & Bicycle Lanes
- 71 VTA: Update Santa Teresa Interlock Signal House
- 72 Lower Guadalupe River Trail-Tasman Drive Underpass
- 73 VTA: LRV Body Shop Dust Separation Wall
- 74 Hacienda Avenue Improvements
- 75 Cupertino Various Streets Rehabilitation

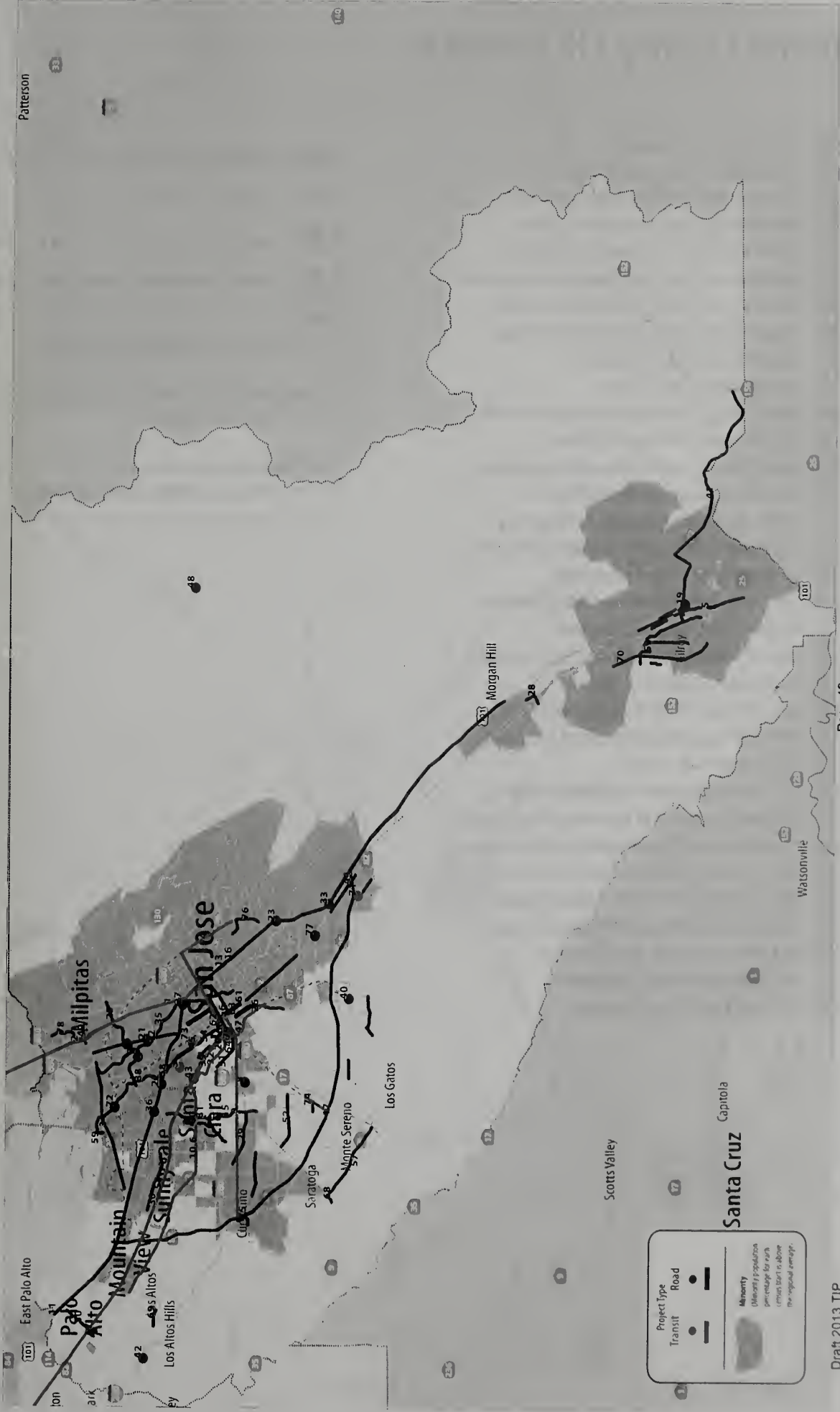
Santa Clara County TIP Projects (*continued*)

- 76** Santa Clara County: Expressways Pavement Rehab
- 77** Branham Ln/Monterey Hwy Grade Crossing Design
- 78** Escuela Parkway Pedestrian and Bicycle Enhancement
- 79** VTA: Diridon Tunnel Radio Replacement

Santa Clara County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Santa Clara County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Solano County TIP Projects

- 1 I-80 Express Lanes (Vacaville)
- 2 I-80/I-680/SR 12 Interchange Project
- 3 EB I-80 Cordelia Truck Scales Relocation Project
- 4 Vallejo Ferry Terminal (Intermodal Station)
- 5 Fairfield/Vacaville Intermodal Rail Station
- 6 Jepson: Vanden Road from Peabody to Leisure Town
- 7 I-80 HOV conversion to Express Lanes (Fairfield)
- 8 Jepson: Walters Rd Ext - Peabody Rd Widening
- 9 Vallejo Ferry Maintenance Facility
- 10 Vallejo Curtola Transit Center
- 11 Jepson: Leisure Town Road from Vanden to Elmira
- 12 Vacaville Intermodal Station - Phase 2
- 13 Jepson: Leisure Town Road from Elmira to Orange
- 14 Fairfield Transportation Center - Phase 3
- 15 West B. Street Bike/Pedestrian Undercrossing
- 16 I-80 / American Canyon Rd overpass Improvements
- 17 Suisun Valley Rd Bridge Replacement
- 18 I-80 Alamo Creek On-Ramp and Bridge Widening
- 19 Parkway Blvd/UPRR Grade Separation
- 20 Military/Southampton & Military/First Intermodal
- 21 Cordelia Hills Sky Valley
- 22 Travis AFB: South Gate Improvement Project
- 23 I-80/I-680 Aux Lanes Improvement Landscaping
- 24 Grizzly Island Trail - Phase 1
- 25 I-80 / Pedrick Road Interchange Modification
- 26 Redwood-Fairgrounds Dr Interchange Imps (Study)
- 27 I-505/Vaca Valley Off-Ramp and Intersection Imprv.
- 28 Benicia Indust. Park Multi-Modal Transit Area Plan
- 29 Ulatis Creek Bike Path - Ulatis to Leisure Town
- 30 SolTrans: Bus Maintenance Facility Renovation
- 31 Vacaville-Dixon Bicycle Route (Phase 5)
- 32 San Pablo Bay Entrance Rehabilitation
- 33 I-80/I-680 Mitigation Landscaping

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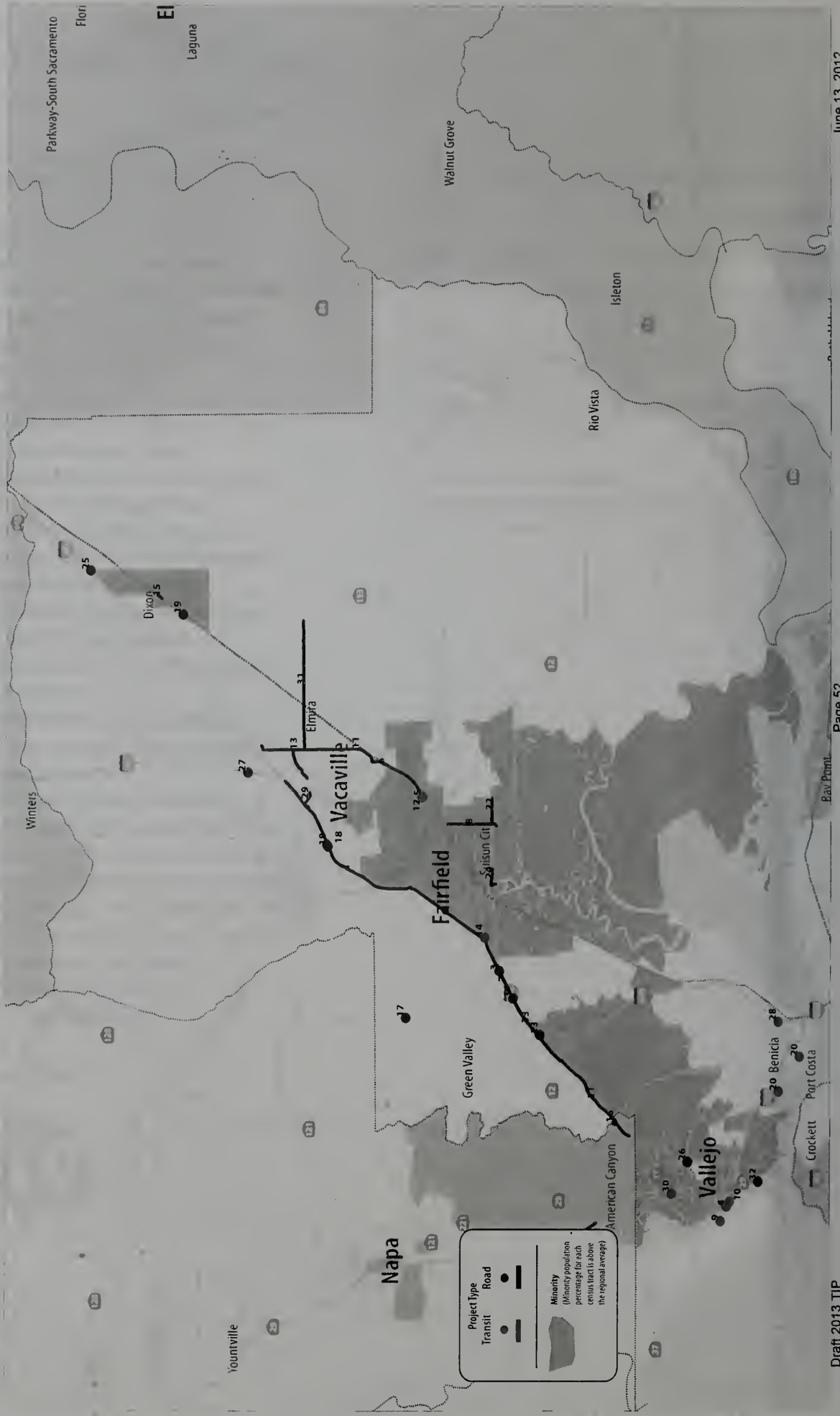
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Solano County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Sonoma County TIP Projects

- 1 Sonoma Marin Area Rail Corridor
- 2 US 101 Marin/Sonoma Narrows (Sonoma)
- 3 Son 101 HOV - Redwood Hwy to Rohnert Park Expwy
- 4 Son 101 HOV - Steele Lane to Windsor (North)
- 5 Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av
- 6 US 101 Airport I/C (North B)
- 7 Improve U.S. 101/Old Redwood Highway interchange
- 8 Ferry Service to Port Sonoma
- 9 US 101/East Washington I/C Reconfiguration
- 10 Replace Geysers Road Bridge 20C0005
- 11 HWY 101 HOV Lane 12/Steele - Follow-up College Ave
- 12 Replace Chalk Hill Road Bridge 20C0242
- 13 Mark West Creek Bridge- 20C0246
- 14 Replace West Dry Creek Road Bridge 20C0407
- 15 Son 101 HOV - Santa Rosa Bike/Ped Beautification
- 16 BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY
- 17 Sonoma County 2010 Pavement Preservation Program
- 18 Son 101 HOV - SR 12 to Steele & Steele Lane I/C
- 19 2011/12 Asphalt Overlay Program
- 20 City of Cotati Train Depot
- 21 Replace Freestone Flat Road Bridge 20C0440
- 22 Healdsburg Foss Creek Bicycle/Ped Pathway
- 23 Replace Hauser Road Bridge 20C0240
- 24 Santa Rosa City Bus: Fast-fill CNG Fueling Station
- 25 Downtown Transit Mall Connectivity Improvements
- 26 Santa Rosa: Mission Blvd/Range Ave Pavement Rehab
- 27 Downtown Specific Plan Area Revitalization
- 28 King Ridge Rd. Bridge Rehab. Project
- 29 Replace Bohan Dillon Road Bridge 20C0435
- 30 Chanate Rd Pedestrian and Transit Improvements
- 31 SMART Bicycle and Pedestrian Path
- 32 Sonoma Mountain Parkway Rehabilitation
- 33 SMART Trail-Hearn Avenue to Joe Rodota Trail
- 34 Arlen Drive and East Cotati Avenue Overlays
- 35 Sixth Street Bicycle and Pedestrian Linkage
- 36 Petaluma Transit Maintenance Facility Rehab: Ph 2
- 37 Petaluma Boulevard South Road Diet
- 38 Bodega Bay Trail Segments 1B and 1C
- 39 ORH at Lakewood Dr. Bike and Ped Enhancements
- 40 Petaluma Transit Maintenance Facility Rehab: Ph 1
- 41 Copeland Creek Bike Path Reconstruction
- 42 Sonoma County Transit: Bus Yard Rehab.
- 43 Hembree Lane Resurfacing
- 44 Windsor - Old Redwood Hwy Pedestrian Linkages
- 45 Street Palettes

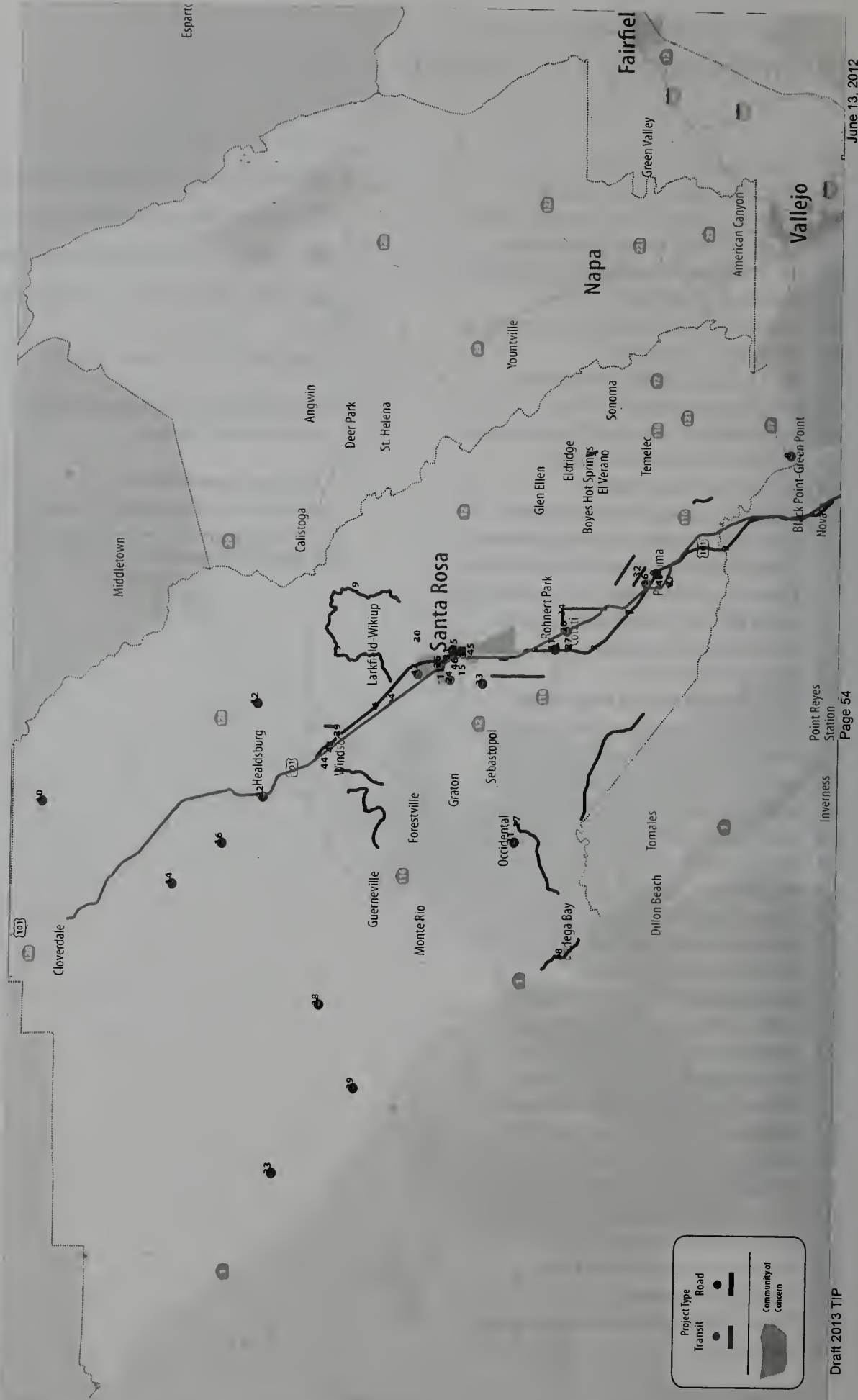
-  = Road projects with funds in the four-year TIP period
-  = Transit projects with funds in the four-year TIP period
-  = Road projects with no funds in the four-year TIP period
-  = Transit projects with no funds in the four-year TIP period

NOTE:

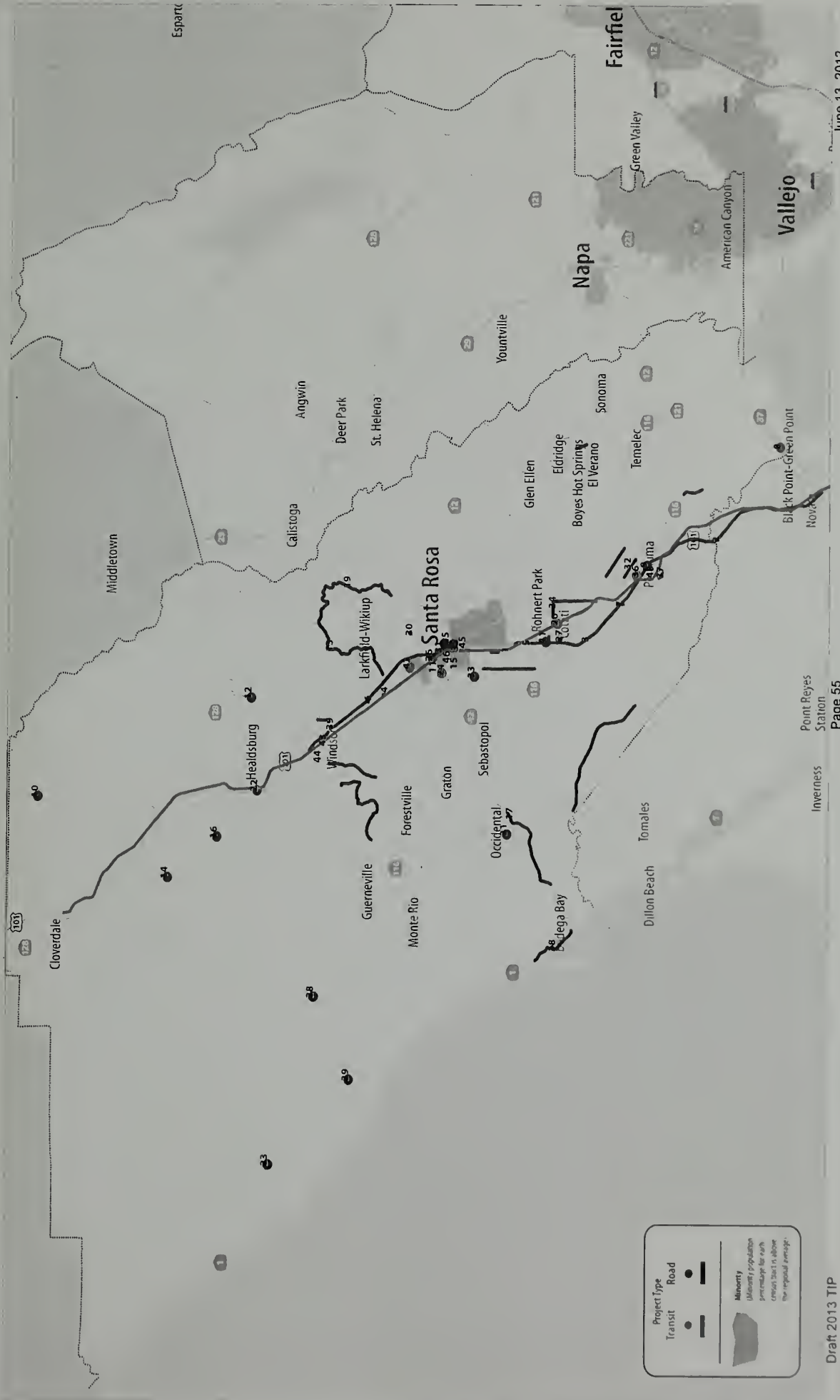
- 71% of the 2013 TIP projects are mapped.
- Some projects in the 2013 TIP have no funds in the four-year TIP period.
- All the maps are available at:
www.mtc.ca.gov/funding/tip/2013/maps/

46 Watershed Awareness Signs

Sonoma County: Overlay of Draft 2013 TIP Mapped Projects over Communities of Concern



Sonoma County: Overlay of Draft 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



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APPENDIX A – 3

Regional Policies: Long-Range Planning / Transportation 2035

**Regional Transit Expansion Program (RTEP)
MTC Resolution No. 3434**



Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C 07/27/05-C
04/26/06-C 10/24/07-C
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 19, 2001.

ATTACHMENT A - Regional Transit Expansion Policy Criteria Evaluation Matrix

Project	Sponsor	Project Cost 2001 \$ Millions	Resolution 1976-Tier 1 prior 1976 Tier 1 commitment	TEA-21 Funds TEA-21 authorization or other federal appropriations	TCRP TCRP or other state level commitments	Dedicated Local Funding Local funds as a percent of total capital cost	Operations/ Maintenance Demonstrated operating plan	Supportive Land Use		Cost- Effectiveness Cost per new transit rider	System Connectivity		System Access # of modal access options	Project Readiness # of pre-construction activities completed or in progress
								Residential densities around stations	Employment densities around stations		# connecting operators	Frequency		
BART to Warm Springs	BART	\$ 634	Yes	Yes	Yes	H	Yes	M	M	M	M	H	No	M
BART: Warm Springs to San Jose	VTA	\$ 3,710	No	Yes	Yes	H	Yes	H	M	M	H	H	Yes	L
MUNI 3rd St. LRT Phase 2 - New Central Subway	SFCTA/Muni	\$ 647	No	Yes	Yes	M	Yes	H	H	L	H	H	No	H
BART/Oakland Airport Connector	BART	\$ 232	No	Yes	No	M	Yes	M	M	H	M	H	Yes	M
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	\$ 1,885	Yes	Yes	No	H	Yes	H	H	L	H	H	Yes	M
Caltrain Rapid Rail/Electrification	JPB	\$ 602	No	No	No	H	Yes	M	H	L	H	M	No	M
Caltrain Express: phase 1	JPB	\$ 127	No	No	Yes	L	Yes	M	H	H	H	M	No	H
Downtown East Valley Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	\$ 518	No	No	No	H	Yes	H	M	L	H	H	No	M
Capitol Corridor: Phase 1 Expansion	CC/JPA	\$ 129	No	No	Yes	L	Yes	H	M	H	H	L	No	M
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	\$ 151	No	No	No	L	Yes	H	H	H	L	H	No	L
Regional Express Bus Phase 1	MTC/Operators	\$ 40	No	No	Yes	L	Yes	-	-	H	M	-	Yes	H
Dumbarton Rail	JPB	\$ 129	No	No	No	H	No	M	M	L	H	L	Yes	L
BART/East Contra Costa Rail Extension	CCTA	\$ 345	No	No	Yes	L	No	-	-	-	-	-	-	L
BART/Tri-Valley Rail Extension	ACOMA	\$ 345	No	No	Yes	L	No	-	-	-	-	-	-	L
Altamont Commuter Express (ACE): service expansion	ACE	\$ 121	No	No	No	L	-	M	M	H	M	L	No	-
Caltrain Express Phase 2	JPB	\$ 330	No	No	No	H	-	M	H	-	H	-	No	-
Capitol Corridor: Phase 2 Enhancements	CC/JPA	\$ 284	No	No	Yes	L	Yes	H	M	-	H	L	No	M
Sonoma-Marín Rail	SMART	\$ 200	No	No	Yes	L	No	L	M	-	H	L	No	L
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	\$ 90	No	No	No	L	-	H	M	H	L	H	No	-

Note: "-" indicates that complete information is not available.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

Attachment A
Resolution No. 3434
Page 2 of 3

Resolution No. 3357 Criteria: Definitions and Measurement

Financial Criteria:

Honor 1876 commitments: Priority assigned to those projects of the original seven "Tier 1" Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.
Rating: "Yes" or "No"

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.
Rating: "Yes" or "No"

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.
Rating: "Yes" or "No"

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.
Rating: "High": Greater than 50%; "Medium": 30% to 50%; "Low": under 30%

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.
Rating: "Yes" or "No"

Performance Criteria:

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.
Rating: "High": urban or urban core/CBD; "Medium": suburban; "Low": rural or rural suburban, as measured below:

Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: "Cost per new rider", measured as dollars per new rider (shifting from auto to transit; not transit to transit).

*Rating: "High": \$0 - \$15/new rider; "Medium": \$16 - \$30/new rider;
"Low": over \$30/new rider*

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: "transit user benefits" that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.

Rating:

A. Number of Connecting Operators: "High": 5 or more; "Medium": 3 to 4; "Low": 1 to 2

B. Frequency: Peak Period Headways: "High": 10 minutes or less; "Medium": 20 minutes to 11 minutes; "Low": Greater than 20 minutes

C. Gap Closures: "Yes" or "No" for completion of a major closure in the regional network.

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options

Rating: "High": 4 or more; "Medium": 3; "Low": 1 to 2

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.

Rating: "High": corridor evaluation+environmental analysis+preliminary design and engineering; "Medium": corridor evaluation+environmental analysis; "Low": Sketch planning or corridor evaluation only.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
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04/26/06-C
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Attachment B
Resolution No. 3434
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Regional Transit Expansion Policy: Recommended Program of Projects

PROJECT	COST (millions of YOE \$)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	250
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	41
BART/Oakland Airport Connector	459
Tri-Valley Transit Access Improvements to BART	168
East Contra Costa BART Extension (eBART)	525
BART to Warm Springs	890
BART: Warm Springs to San Jose/Santa Clara	6,133
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	785
Caltrain Express: Phase 2	427
Transbay Transit Center: Phase 1	1,189
Transbay Transit Center: Phase 2	2,996
Capitol Corridor Expansion	108
Capitol Corridor: Phase 2 Enhancements	89
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - Central Subway	1,290
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	88
Altamont Commuter Express (ACE): service expansion	150
Sonoma-Marin Rail	646
Dumbarton Rail	596
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	465
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

Attachment C: Regional Transit Expansion Policy - Funding Strategy

Attachment C. Regional Transit Expansion Policy - Funding Strategy																					
Project Capital Cost/Funding in Millions and Year of Expenditure \$ Alphabetical by Tier				Committed Funding						Regional Discretionary Funding											
Project	Sponsor	Project Cost (YOE \$)		TCRP	Sales Tax	Resolution 1876	RTP	Federal Earmarks	Other (see notes)	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	Prop 18 - Transit SLPP	ITIP	Intercity Rail	CARB/ AB 434	Capital Shortfall
Caltrain Express: Baby Bullet	Celltrain JPB	128		127																	
** OPEN FOR SERVICE**																					
Regional Express Bus	MTC	102		40												62					
OPEN FOR SERVICE																					

Tier 1 - No Current Scope, Schedule, Budget Issues as Reported By Sponsors

AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	250		24		50	2	35			75				65							
BART to Warm Springs	BART	890		100	221	205	69	26						53	85	5	40	86				
East Contra Costa BART Extension (eBART)	BART/CCCTA	525		7	196		14	6						52	98	115	40					
Capitol Corridor Expansion	CCJPA	108		24			4	15												64		
Capitol Corridor: Phase 2 Enhancements	CCJPA	89		1												3				85		
MUNI Third Street Light Rail Transit Project - Central Subway	SFMTA	1,290		14	126		92	45		762							250					
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	SFCTA and SFMTA	88			18						70											
Transbay Transit Center: Phase 1	TJPA	1,189			105		28	64	646					53	142		150					
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/LAVTA	168		3	10			14			11			16	16		95	2				
Downtown to East Valley Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	465			318		58										90					
Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco: end other improvements.	WETA	180			47			19					25			89						

Tier 2 - Projects Needing More Scope/Cost Refinement

BART/Oakland Airport Connector	BART	459			99		21		231					31	68			10				TBD
Caltrain Electrification	Caltrain JPB	785			360		28		23			4									29	341

Tier 3 - Projects Needing Ongoing Operating Funds

Sonoma-Marin Rail	SMART	646		37	24			7	65							35						478
BART: Warm Springs to San Jose/Santa Clara	VTA	6,133		649	4,734					750												

Tier 4 - Shortfall is equal to or greater than 50% project cost

Tier 4 - Short-term eligible or greater than 50% project cost																						
AC Transit Enhanced Bay Area Rapid Transit Corridor	AC Transit	41			7			1									3					30
Caltrain Express: Phase 1	Caltrain JPB	427						13				41						15				358
Caltrain Express: Phase 2	SNRA, ACCMA, VTA, ACTIA, Capitol Corridor	596			113		15										135			39		295
Dumbarton Rail	Capitol Corridor	150			67			3				5										75
Altamont Commuter Express (ACE) Right-of-Way Acquisition for Service Expansion	SJRRRC, ACCMA, VTA	2,996			73			868									8					2,047
Transbay Transit Center: Phase 2	TJPA																					
TOTAL		\$ 17,703	\$ 1,002	\$ 6,533	\$ 205	\$ 385	\$ 92	\$ 1,994	\$ 1,512	\$ 156	\$ 50	\$ 25	\$ 205	\$ 807	\$ 365	\$ 437	\$ 10	\$ 188	\$ 29	\$ 3,824		

Attachment C: Regional Transit Expansion Policy - Funding Strategy (cont.)

Notes: For all projects, see Terms and Conditions.

Detail on 'other' funding is provided below:

1. AC Transit/Berkeley/Oakland/San Leandro Bus Rapid Transit: \$35 million in CMAQ bonus funds programmed in 2008.
2. BART to Warm Springs: \$2.2 M local CMA funds, \$24 M in BART agency contribution. Prop 1B Transit funds are 50% MTC and 50% BART. Of the \$205 million in Resolution 1876 commitment, \$145 million is SFO Extension Revenues. Then SFO Extension revenues are subject to the provisions outlined in Attachment D, subsection 5.
3. East Contra Costa BART Extension: \$6 million in developer fees. Prop 1B Transit funds are 50% MTC and 50%.
4. Capitol Corridor Expansion: Other includes \$10 million in ACE funds, \$5 million in Caltrain funds, \$2.1 million in CCJPB funds, \$2.3 million in State PTA funds and \$0.5 million in Prop 116 funds.
5. Muni Third Street Light Rail Project: New Starts request is \$762 million in Year of Expenditure dollars. Prop 1B Transit funds are 40% MTC and 60% SFMTA.
6. Transbay Transit Center Phase 1: Other funds include \$411 million in land sales and tax increment revenue, \$8.8 million in FTA 1601 funds, and \$227 million in TIFIA loan proceeds.
7. Tri-Valley Transit Access Improvements to BART: \$6 million in federal CMAQ funds, \$6.4 million in federal 5307 funds, and \$1.6 million in TDA funds. Prop 1B Transit funds are LAVTA Revenue-based.
8. VTA Downtown to East Valley: Prop 1B Transit funds are 50% MTC and 50% VTA.
9. BART/Oakland Airport Connector: \$31.5 million is Port of Oakland funds, \$25 million federal Public/Private Pilot Program and \$174 million private financing.
10. Caltrain Electrification: \$12 million in regional STP/CMAQ funds and \$11.3 million in PJPB funds.
11. Sonoma-Marin Rail: Other includes \$28 million in Prop. 116 and \$37.2 million in North Coast Rail Authority funds.
12. BART: Warm Springs to San Jose/Santa Clara: New Starts request is \$750 million in Year of Expenditure dollars. Confirmation of RTPP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Transportation 2030.
13. AC Transit Enhanced Bus: Grand MacArthur Corridor: \$8 million is Transportation Fund for Clean Air funds through BAAQMD.
14. Caltrain Express: \$13.2 million is Joint Powers Board member contributions.
15. ACE Service Expansion: Other includes \$3 million in San Joaquin federal fund contributions.
16. Transbay Transit Center Phase 2: Other funds include \$424 million in land sales and tax increment revenue and \$445 million in TIFIA loan proceeds.

Date: December 19, 2001
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Resolution No. 3434
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Definitions and Assumptions of Regional Discretionary Funding

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.
- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed \$75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress. This estimate does not include the Very Small Starts program.
- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.
- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.
- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base \$1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream. This estimate was revised as part of the 2008 Strategic Plan effort.
- Regional Measure 2: Regional voter-approved measure providing \$812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

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- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge (the second half of the current \$2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total \$570 million; \$370 million of this amount is being assigned to the Regional Transit Expansion program of projects. This estimate was revised as part of the 2008 Strategic Plan effort.
- Proposition 1B Transit: Proposition 1B, approved by California voters in November 2006, directed \$3.6 billion toward transit capital improvements, including about \$1.3 billion for projects in the Bay Area. Within this \$1.3 billion, roughly \$1 billion is distributed directly to the transit operators, and about \$347 million is anticipated to come directly to MTC through statutorily defined formulas. On June 27th, 2007 the Commission adopted the MTC Proposition 1B Regional Transit Program - Resolution 3814. Resolution 3814 committed \$185 million in Proposition 1B - Population-based funds conditioned upon operators committing \$185 million in Proposition 1B - Revenue-based funds. Operator contributions may exceed the matching requirement of Resolution 3814.
- Proposition 1B State Local Partnership: Proposition 1B, approved by California voters in November 2006, directed \$1 billion toward the State/Local Partnership Program (SLPP). This program was included in the bond measure to reward local jurisdictions for their financial contributions to California's transportation system. The program may match county sales taxes, transit sales taxes, and voter-approved bridge tolls such as Regional Measures 1 and 2. Should the eligible match element of the program include bridge tolls, MTC commits the initial \$40 million to Resolution 3434 projects conditioned on SLPP contributions from partner agencies, as outlined in Attachment D. The remaining amount, estimated to be roughly \$26 million, would be held in an unrestricted reserve.
- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

Date: December 19, 2001
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- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. \$29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 04/26/06-C
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Attachment D
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Terms and Conditions

General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.
2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in year of expenditure dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.
3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.
4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

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W.I.: 12110
Referred by: POC
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09/24/08-C

Attachment D
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Specific Conditions

1. Section 5309 New Starts – The region's priorities for federal New Starts funds are the BART Extension to Silicon Valley and the Muni Central Subway project, with equal priority.
2. Section 5309 Small Starts – The region's priorities for federal Small Starts funds are the AC Transit Oakland/San Leandro Bus Rapid Transit project and the Van Ness Avenue Bus Rapid Transit project in San Francisco, with equal priority.
3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA). The balance of these funds not committed in Attachment C will be reserved as follows:
 - **Corridor Improvements Adjacent to the I-80/680 Interchange:** \$100 million reserved for improvements in the vicinity of the I-80/680 interchange. These AB1171 funds are in addition to the \$100 million approved through Regional Measure 2 (RM2) for corridor improvements in the vicinity of the I-80/680 interchange.
 - **Other Improvements:** \$100 million for other corridor improvements.
4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warm Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA "lien" is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA's bus service levels have not achieved, or later fall below, a 600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC's Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 04/26/06-C
09/24/08-C

Attachment D
Resolution No. 3434
Page 3 of 4

to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

5. BART Extension to Warm Springs: MTC commits the following funds subject to availability: \$40 million from MTC's share of Proposition 1B State Local Partnership Program, \$29 million in RM1 and \$5 million in AB 1171. These funding commitments are conditioned upon: 1) BART contributing an additional \$24 million; 2) Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and 3) VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County.

To address the cash flow challenges wherein the \$145 million surplus fare revenue on the BART SFO Extension are not expected to be available during the BART to Warm Springs construction period, \$91 million of Regional Measure 2 (RM2) and \$54 million, shared equally, in funding advanced from MTC and BART/ACTIA are proposed. This proposal is conditioned on the following: 1) the Commission holding a public hearing and approving reassignment of \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project; and 2) first priority and equivalent repayment of \$27 million each to MTC and ACTIA/BART from the surplus BART SFO Extension revenues

6. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: MTC commits \$35 million in CMAQ funds subject to the following conditions: 1) Alameda County Congestion Management Agency (ACCMA) adopts an RTIP funding commitment plan and explores a strategy to advance the \$40 million RTIP funds commitment; 2) AC Transit submits documentation for inclusion into the 2009 Federal Transit Administration (FTA) Small Starts report; and 3) AC Transit adopts a board resolution committing to the following: a) use the \$35 million to deliver a useable bus rapid transit segment; and b) develop a phasing plan to deliver the full Berkeley/Oakland/San Leandro Bus Rapid Transit project, if the entire project as submitted to FTA for the Small Starts program, is not immediately deliverable.
7. Dumbarton Rail: Should the Commission hold an RM2 Public Hearing and reassign \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project, the \$91 million will be replaced with \$91 million in Alameda Regional Transportation Improvement Program (RTIP) funds. The reassignment is conditioned on the Alameda County Congestion Management Agency adopting a board resolution committing the RTIP funds to the project. MTC, in cooperation with Caltrain and the other funding partners, shall:

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 04/26/06-C
09/24/08-C

Attachment D
Resolution No. 3434
Page 4 of 4

1. Support completion of the alternatives analysis and environmental phase
2. Support steps toward the purchase of Right-of-Way in the ACE, Capitol, and Dumbarton Corridors
3. Support expanded cost-effective express bus service in the corridor to build ridership
4. Explore other funding opportunities, including the potential for future bridge tolls, to accelerate repayment of the reassigned \$91 million in RM2 funds.
5. In conjunction with all funding partners, explore other funding opportunities, including the potential for future bridge tolls, to close the \$300 million project shortfall.

Date: July 27, 2005
W.I.: 12110
Referred by: POC
Revised: 10/24/07-C

Attachment D-2
Resolution No. 3434
Page 1 of 7

MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

TABLE 1
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WTA	Ferry	No
* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.			

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) ¹

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

¹ The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2
REGIONAL TOD POLICY IMPLEMENTATION PROCESS
FOR TRANSIT EXTENSION PROJECTS

Transit Agency Action	City Action	MTC/CMA/ABAG Action
<i>All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.</i> 		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
<i>Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .</i>		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
<i>Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.</i> 		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

**TABLE 3: CORRIDOR THRESHOLDS
HOUSING UNITS – AVERAGE PER STATION AREA**

Project Type Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);
- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;

- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

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APPENDIX A – 4

Regional Policies: Long-Range Planning / Transportation 2035

**MTC Public Participation Plan
for the San Francisco Bay Area**

MTC Resolution No. 3821



Date: September 26, 2007
W.I.: 1112
Referred by: Legislation
Revised: 12/15/10-C

ABSTRACT

Resolution No. 3821, Revised

This resolution adopts the MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 2648.

An amendment to this resolution was referred by the Planning Committee on December 10, 2010 to the Commission for approval on December 15, 2010 to update the MTC Public Participation Plan.

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 3821

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.* and is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving interested Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with the Safe, Accountable Transportation Equity Act: A Legacy for Users (SAFETEA, PL 109-59) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC in March 2006, MTC, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them”; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public hearing with a wide array of interests; now, therefore, be it

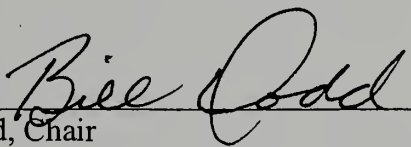
RESOLVED, that MTC adopts the Public Involvement Procedures attached hereto and incorporated herein as Attachment A; and, be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 26, 2007.

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation
Revised: Planning
12/15/10-C

Attachment A
Resolution No. 3821

The Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, MetroCenter, 101 Eighth Street, Oakland, CA 94607.

The full report of the

MTC Public Participation Plan for the San Francisco Bay Area,
adopted by the Commission on September 26, 2007
and revised on December 10, 2010,

can be viewed on MTC's website at

http://www.mtc.ca.gov/get_involved/participation_plan.htm

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APPENDIX A – 5

Regional Policies: Long-Range Planning / Transportation 2035

Equity Analysis Report



The full copy of the
Equity Analysis Report

can be viewed as Appendix A-5 on MTC's website at

[http://www.mtc.ca.gov/funding/tip/2013/
Appendices.pdf](http://www.mtc.ca.gov/funding/tip/2013/Appendices.pdf)

or on MTC's website at

[http://www.mtc.ca.gov/planning/2035_plan/Supplementary/
equity/FinalEquityAnalysisReportWeb.pdf](http://www.mtc.ca.gov/planning/2035_plan/Supplementary/equity/FinalEquityAnalysisReportWeb.pdf)

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APPENDIX A – 6

Regional Policies: Long-Range Planning / Transportation 2035

Performance Assessment Report



The full copy of the

Performance Assessment Report

can be viewed as Appendix A-6 on MTC's website at

[http://www.mtc.ca.gov/funding/tip/2013/
Appendices.pdf](http://www.mtc.ca.gov/funding/tip/2013/Appendices.pdf)

or on MTC's website at

[http://www.mtc.ca.gov/planning/2035_plan/Supplementary/
T2035Plan-Perf_AssessmentReport.pdf](http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035Plan-Perf_AssessmentReport.pdf)

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APPENDIX A – 7

Regional Policies: Long-Range Planning / Transportation 2035

**Coordinated Public Transit-Human Services
Transportation Plan**

MTC Resolution No. 3787



Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

ABSTRACT

Resolution No. 3787, Revised

This resolution adopts the Coordinated Public Transit-Human Services Transportation Plan.

The following attachment is provided with this resolution:

Attachment A— Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan. Attachment A will be amended at a later date and will include the elderly and disabled component of the plan, as well as a section focused on coordinated solutions to address the transportation needs of the low-income, elderly and disabled populations in the Bay Area.

This resolution was revised on December 19, 2007 to add the elderly and disabled component of the plan to Attachment A.

Attachment A – Low Income Component and Elderly and Disabled Component of the Coordinated Public Transit-Human Services Transportation Plan

Discussion of this plan is included in the Programming and Allocations Summary sheets dated November 8, 2006 and December 12, 2007.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC

RE: Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3787

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) requires that projects funded through the Job Access Reverse Commute (JARC), New Freedom, and Elderly Individuals and Individuals with Disabilities programs be derived from a from a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan) beginning in Fiscal Year 2007; and

WHEREAS, MTC will complete the Coordinated Plan for the region; and

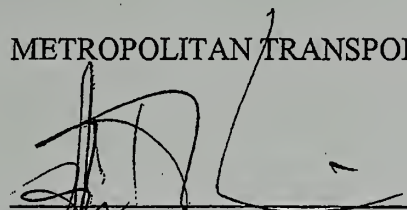
WHEREAS, MTC has dedicated significant resources toward planning efforts that have focused on the transportation needs of low-income residents in the Bay Area, including welfare to work transportation plans in each of the nine counties, a regional welfare to work transportation plan and the community-based transportation planning program launched in 2002; and

WHEREAS, MTC has hired a consultant to complete the elderly and disabled component of the coordinated public, as well as a chapter of the plan that identifies coordinated transportation strategies that address the overlapping transportation needs of the low-income, elderly and disabled populations in the Bay Area; and

WHEREAS, the consultant will review and incorporate results from the MTC-completed low-income component of the Coordinated Plan to the chapter of the plan focused on coordinated transportation strategies for all three populations; now therefore be it

RESOLVED, that MTC approves the Coordinated Public Transit-Human Services Transportation Plan as forth in Attachment A of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 15, 2006.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

Attachment A
MTC Resolution No. 3787

Coordinated Public Transit Human Services Transportation Plan

Low Income Component and Elderly and Disabled Component

Both components of the plan are incorporated by reference. The low-income component of the plan is available on-line at

http://www.mtc.ca.gov/planning/pths/Low-Income_Component_Coord_Plan.pdf.

The elderly and disabled component of the plan is available on-line at

[http://www.mtc.ca.gov/planning/pths/Elderly and Disabled_Component_Coord_Plan.pdf](http://www.mtc.ca.gov/planning/pths/Elderly_and_Disabled_Component_Coord_Plan.pdf).

Both components and their appendices are also available in the MTC/ABAG Library.

APPENDIX A – 8

Regional Policies: Long-Range Planning / Transportation 2035

**MTC's Regional Policy for Accommodation of Bicycle and
Pedestrian Facilities During Transportation Project Planning,
Design, Funding and Construction**

MTC Resolution No. 3765



Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

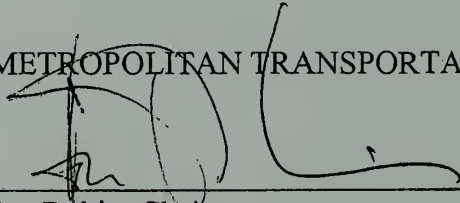
WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's-fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

APPENDIX A – 9

Regional Policies: Long-Range Planning / Transportation 2035

**Transit Sustainability Project
MTC Resolution No. 4060**



ABSTRACT

Resolution No. 4060

This resolution approves the recommendations of the Transit Sustainability Project.

Discussion of the recommendations made under this resolution is contained in the Executive Director Memorandum presented to the Select Committee on Transit Sustainability on April 11, 2012.

Date: May 23, 2012
Referred by: TSP Select Committee

Re: Transit Sustainability Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4060

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP, adopted in April 2009 (Transportation 2035 - MTC Resolution No. 3893), identified twenty-five year transit capital and operating shortfalls of \$17 billion and \$8 billion, respectively; and

WHEREAS, to address these shortfalls, as well as address immediate transit operators' service reductions and budget shortfalls, to improve transit performance for the customer, and to attract more customers to the transit system, in January 2010, the Commission created the Select Committee on Transit Sustainability to guide the Transit Sustainability Project (TSP); and

WHEREAS, the TSP focused on three project elements: financial, service performance and institutional frameworks; and

WHEREAS, to inform the TSP, a Project Steering Committee was formed, made up of transit agency, government, labor, business, environmental and equity representatives to provide executive-level input into the project; and

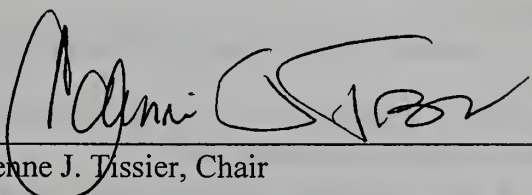
WHEREAS, additional input and guidance was received from the MTC Policy Advisory Committee, as well as from multiple public events and forums sponsored by interested parties; now, therefore, be it

RESOLVED, that based on project findings related to the financial and service performance of the Bay Area transit system, MTC approves the performance measures and targets and investment recommendations set forth in Attachment A to this resolution; and, be it further

RESOLVED, that based on project findings related to the financial, service performance, and institutional framework of the Bay Area transit system, MTC approves the policy recommendations set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC will conduct periodic reviews of progress toward the performance targets and policy recommendation implementation.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on May 23, 2012.

Performance and Investment Policies

Performance Measures and Targets

To monitor the performance of the seven largest transit agencies in the Bay Area, the Commission establishes the following TSP performance target, measures, and monitoring process:

Performance Target

5% real reduction in at least one of the following performance measures by FY2016-17 and no growth beyond CPI thereafter. To account for the results of recent cost control strategies at agencies, the baseline year will be set at the highest cost year between FY2007-08 and FY2010-11.

Performance Measures

- Cost Per Service Hour*
- Cost Per Passenger*
- Cost Per Passenger Mile*

**As defined by the Transportation Development Act*

Monitoring Process

In FY2012-13, agencies are to adopt a strategic plan to meet one or more of the targets and submit to MTC.

On an annual basis, starting in FY2013-14, the transit agencies submit performance measure data on all three targets to MTC.

In FY2017-18, MTC will analyze agency progress in meeting target

In FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.

The following agencies, the largest seven transit agencies in the Bay Area, are subject to the performance measures and targets: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Transit Performance Initiative and Customer Satisfaction Survey

The Commission establishes an investment, incentive and monitoring strategy to improve service performance and attract new riders to the region's transit system. The target for each agency is to increase ridership levels at or above the rate of population growth in counties/corridors in which the agency operates service. Agencies are encouraged to utilize the Transit Competitive Index tool, developed for the Bay Area as part of the TSP, to achieve this target.

Investment

As part of the OneBayArea Grant program, the Commission has established an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

Incentive

The Commission will reward transit agencies that achieve ridership increases and productivity improvements and will allocate transit funds on the basis of performance, thereby encouraging *all* of the region's transit operators to continuously improve their service and attract more riders. Funding sources, amounts and distribution formulas shall be established by the Commission. In establishing distribution formulas, the Commission shall consider at least one alternative that does not reduce the cumulative current funding level for small operators for the fund sources established by the Commission for this incentive program.

Monitor

Maintaining and/or improving customer satisfaction ratings is an important indicator of whether transit is meeting the needs of the traveling public. The Commission will conduct a bi-annual regional customer satisfaction survey to provide a consistent region-wide mechanism to measure customer satisfaction and provide information to build new ridership and improve service. Agencies will be required to coordinate data collection efforts, either through cost sharing, resource sharing, or project management.

Service, Paratransit and Institutional Recommendations

Service

- 1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.**

The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region's operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.

- 2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.**

The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

- 3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.**

Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets resolution to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

4. Consider fare policies focused on the customer that improve regional/local connections.

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

5. Recommendations specific to Marin, Sonoma, and Solano Counties

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

Sonoma: County-level SRTP work is underway in Sonoma County. MTC will provide funding to the Sonoma County Transportation Authority to collect customer opinion and demographic survey data to better inform service planning throughout the county.

Marin/Sonoma: The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

Solano: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

Paratransit Cost Containment and Service Strategies

The Commission finds that transit agencies must consider strategies to contain the cost of ADA paratransit service using tools that are available to them individually or collectively. MTC expects individual agencies to consider the following strategies:

1. Fixed Route Travel Training and Promotion to Seniors

Expanding fixed route travel training – through mobility orientation sessions and one-on-one individualized training – would increase mobility for the users and help reduce growth of ADA paratransit demand. Ideally, training and outreach should be conducted before individuals apply for paratransit service or, at a minimum, should be made available during the process of determining eligibility for these services.

2. Premium Charges for Service Beyond ADA Requirements

Where transit agencies provide paratransit service that goes beyond what the ADA requires, they may charge extra for those "premium" services. For example, transit agencies that serve an entire jurisdiction (for example they may serve an entire city or taxing district) can define a "two-tiered" service area, with the first tier being the ADA required service area within $\frac{3}{4}$ mile of the fixed route service and the second tier extending to the jurisdictional limits. A higher fare can then be charged for trips in that second tier. The transit agency can also adopt differing policies for that premium second tier, such as more limited service hours, denials of service once capacity is reached, and so forth.

3. Enhanced ADA Paratransit Certification Process

A robust certification process that includes in-person interviews as well as evaluations of applicants' functional mobility by trained professionals provides more accurate determinations of applicants' travel skills and may result in more applicants being referred to fixed route service based on their individual abilities. This may result in some reduction in ADA paratransit costs and also result in improving the mobility of riders due to the increased spontaneity afforded by fixed-route transit. Depending on the transit agency, available cost savings range from none to substantial. One centralized regional process is not needed, but many transit agencies can enhance their processes. Some smaller agencies could combine this function for efficiency and to support staff with specialized skills.

4. Implement Conditional Eligibility

Conditional eligibility finds that some applicants can use fixed-route service for at least some of their trips and specifies the particular conditions under which paratransit service is required. While this requires a more sophisticated eligibility certification process of conditional eligibility avoids ADA paratransit costs for those trips that ADA-eligible riders take on fixed-route service. Opportunities exist at several transit operators in combination with an enhanced eligibility process.

5. Creation of sub-regional Mobility Managers (e.g. CTSA) in one or more sub-regional area to better coordinate resources and service customers

National and local coordinated models exist and should be evaluated to deliver high quality and efficient paratransit services across transit agency boundaries and shared costs with social services. Several MTC programs, including Lifeline and New Freedom, have funded mobility management efforts to identify best practices and develop mobility management models for regional replication. The Commission will use the information from these efforts to recommend specific areas and agency leads for implementation of sub-regional mobility managers in the Bay Area.

6. Improve Fixed-Route Transit (per Plan Bay Area)

Continuous improvements to the fixed route system will shift some demand from paratransit to the fixed route system.

7. Walkable Communities, Complete Streets, and Land Use Planning (per Plan Bay Area)

The term “walkable communities” refers to communities that are pedestrian friendly, with sidewalks and pathways connecting residential areas with activity centers. Improving the “walkability” of a community is a more holistic approach to addressing ADA paratransit sustainability than other strategies. Similarly, planning efforts should, to the extent possible, ensure that senior housing and other senior-related facilities are sited in locations that are close to fixed-route services and close-in within the community and proximate to activity centers featuring shopping, medical and other services, as opposed to locations outside the community and isolated from activity centers. The ultimate impact of this recommended strategy is very large, even though this is a long-term strategy in which transit agencies will only play a supportive role. It requires an active role from cities and counties.

An integrated land-use/transportation plan is the primary goal of Plan Bay Area, under development and scheduled for adoption in 2013. In addition, the proposed OneBayArea grant program seeks to reward local jurisdictions for building housing near transit and conditions funding on adherence to complete streets policies.

Institutional

1. Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).

Per the Solano Transit Consolidation Study conducted by the Solano Transportation Authority – the cities of Vallejo and Benicia have formed a joint powers authority (Soltrans) to operate their transit service as a consolidated system. Senate Bill 1093 called for the consolidation of Vallejo, Alameda-Oakland, and Harbor Bay ferry services under WETA. WETA has adopted a transition plan to guide the consolidation of all ferry service, except the Golden Gate ferry services. WETA is currently operating the Alameda-Oakland and Harbor Bay ferry service and set to assume Vallejo service in 2012. Soltrans has completed the initial stages of the consolidation. The Commission will support these agencies and monitor progress during the consolidation process and support Solano County to move forward to consider further consolidations as supported through local planning.

2. Pursue functional and institutional consolidation among smaller operators where supported by local planning and input.

Through the local planning process and, as transit agencies do coordinated planning and fare policy setting, the benefits of functional and institutional consolidation should be further evaluated. Work with Congestion Management Agencies and operators, focusing on

Marin/Sonoma and Solano to continue to improve coordination and evaluate the benefits of additional functional and/or institutional consolidation to improve the financial stability and service for the customer. The appropriateness of these efforts and timeline will be established based on local planning and input.

3. Integrate multiple transportation functions (transit operating, planning, sales tax, etc).

The importance of other transportation decisions, such as roadway projects and pricing, in the success and performance of the public transit system was highlighted throughout the TSP. Therefore, opportunities to better integrate these decision-making authorities should be explored. Currently, the Santa Clara Valley Transportation Authority is the one example of an agency in the region that serves as the sales tax authority, transit agency, and congestion management agency. Work with transit operators and Congestion Management Agencies to identify potential vertical integration opportunities and local support for such integration.

4. Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).

Several transit agencies and congestion management agencies in the region have developed robust expertise in capital project development and delivery. As new projects or systems are developed, expertise should be shared across transit agencies to optimize resources. Using Plan Bay Area project listings, MTC will identify specific upcoming projects that may benefit from a sharing of resources and convene a joint discussion of county CMAs and transit agencies to identify specific projects and terms for sharing resources.

5. Formalize joint procurement of services and equipment.

Transit agencies currently have an informal process to monitor each other's bus purchases, allowing agencies to "piggy-back" on another Bay Area or national procurement. This reduces administrative costs of duplicative procurement processes and lowers the unit cost of the purchase because of the higher volume order. The TSP recommends that these joint procurements be strengthened and formalized.

The Commission will identify typical annual procurements (scope and cost) in addition to those included in the Regional Transit Capital Inventory (major capital replacements), convene transit agencies to identify strong candidate services and equipment for joint procurement, and work with transit operators to evaluate and implement joint procurement models.

APPENDIX A – 10

Regional Policies: Project Funding

**Policies, Procedures and Project Selection Criteria
for Developing the 2012 Regional Transportation
Improvement Program (RTIP)**

MTC Resolution No. 4028



Date: September 28, 2011
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4028

This resolution adopts the policies, procedures and project selection criteria for developing the 2012 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated September 14, 2011.

- Attachment 1 – Policies, Procedures and Project Selection Criteria for the 2012 RTIP (with attachments)
- Attachment 2 – STIP Amendment / Extension Rules and Procedures

Date: September 28, 2011
W.I.: 1515
Referred by: PAC

RE: Adoption of 2012 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, and Project Selection Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4028

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional STIP funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2012 RTIP, to include projects programmed in fiscal years 2012-13 through 2016-17; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2012 Regional Transportation Improvement Program (RTIP) will be developed; and

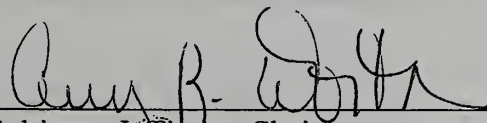
WHEREAS, the 2012 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2012 RTIP, as set forth in Attachment 1 of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment 2 of this resolution, and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 28, 2011.

Date: September 28, 2011
W.I.: 1515
Referred by: PAC

Attachment 1
Resolution No. 4028
Page 1 of 30

2012
Regional Transportation Improvement Program
Policies, Procedures,
and Project Selection Criteria

September 28, 2011

MTC Resolution No. 4028
Attachment 1

Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>

**2012 RTIP
Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
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2012 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria

Background

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, due to the California Transportation Commission (CTC) by December 15, 2011. The 2012 STIP will include programming for the five fiscal years from 2012-13 through 2016-17. The region may request advancement of future county shares.

2012 RTIP Development

The following principles will frame the development of MTC's 2012 RTIP, the region's contribution to the 2012 STIP.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2012 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that will meet a regional objective.
- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CMAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2012 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP Consistency

Transportation 2035 Plan, the 2009 Regional Transportation Plan (RTP) established a policy based on three strategies: adequate maintenance of the existing system, system efficiency, and strategic expansion. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) funds need to be responsive to that policy. New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies set forth in the RTP.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2012 STIP guidelines were adopted on August 10, 2011. The MTC 2012 RTIP Policies, Procedures and Project Selection Criteria includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <http://www.dot.ca.gov/hq/transprog/ocip.htm>. All CMAs and project sponsors are required to follow the MTC and CTC STIP guidelines in the development and carrying out of the 2012 RTIP/STIP.

2012 RTIP Development Schedule

Development of the 2012 RTIP under these procedures will be done in accordance with the schedule outlined in Attachment A of these policies and procedures.

RTIP County Share Targets

Attachment B of the Policies and Procedures provides the county share targets for each county for the 2012 RTIP, as well as future county shares. Each county's project list, due to MTC in draft form by O, should be constrained within these county share limits; however, there may be opportunities to advance future county shares. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets and advancement of future county shares.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) considerably expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

RTIP Project Solicitation

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP. The CMA must notify all eligible project sponsors, including

Caltrans and transit operators, of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed under SB 45.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the project selection process for the RTIP.

RTIP Projects in the Transportation Improvement Program (TIP)

In response to new state and federal requirements, RTIP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds – especially TE funds. Beginning in the 2012 RTIP, all projects are subject to be a mix of federal and state funds, and require a federal authorization to proceed. Additionally, all STIP projects are considered regionally significant and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

ARRA RTIP Backfill Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. As part of MTC Resolution No. 3925, First Cycle Federal New Act Program, these funds were to be directed to Freeway Performance Initiative (FPI) projects. These amounts were not programmed by the CTC in the 2010 RTIP due to insufficient program capacity. Therefore, MTC will program the \$31 million in the 2012 RTIP, in freed up RTIP capacity from these two counties, to FPI projects. As a result, Contra Costa's available programming capacity will be reduced by \$29 million, and Alameda's available programming capacity will be reduced by \$2 million in FY 2012-13. These funds and the FPI projects will have priority for programming in the 2012 RTIP.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Since the MTC region previously was limited to a 1% limit, this change allows for a considerable increase in PPM funding available for programming. Attachment B gives amounts of new PPM amounts each county may program in FY 2015-16 and earlier, and in FY 2016-17. As agreed with the CMAs, MTC will program a portion of each county's PPM for regional PPM activities each year, with the new regional PPM amounts for FY 2015-16 and FY 2016-17 shown in Attachment B. MTC's currently programmed amounts for regional PPM activities in FY 2012-13, FY 2013-14, and FY 2014-15, shall not change in the 2012 RTIP. PPM programmed in the last three years of the 2012 RTIP may be re-evaluated in the 2014 RTIP.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA.

Title VI Compliance

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. The San Francisco Bay Area Regional ITS Plan is a roadmap for transportation systems integration in the Bay Area over the next 10 years. The plan provides methods to make the most out of technological advances by developing a strategy for deployment and a framework, or architecture, for linking the region's transportation systems.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Since the 2006 RTIP, MTC requires that all applicable projects conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2012 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at:
<http://www.mtc.ca.gov/planning/ITS/index.htm>.

Traffic Operations System Policy for Major New Freeway Projects

It is the Commission's policy that all major new freeway projects included in the Transportation 2035 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the regions freeway system and coordinate with local transportation management systems. MTC requires that all applicable RTIP projects conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. A project is considered new if it did not have an approved Project Study Report (PSR) by December 2004, or did not have

funds programmed for the construction phase in the STIP as of December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

Freeway Performance Initiative and Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations recommendations resulting from the Freeway Performance Initiative (FPI). Additionally, projects on the state highway system proposed for programming in the 2012 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network and the FPI. For new RTIP funding commitments on the Regional Express Lane Network, the CMAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of HOV lanes to express lanes if identified.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition, MTC's Resolution 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects for inclusion in the RTIP, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates

TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT "Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>)

State Policy Mandates

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/sites_files/DD-64-R1_Signed.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates

All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is incorporated as Part 6 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/planning/bicyclespedestrians/>.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of local funds. With the concurrence of the appropriate transportation planning agency, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. Section 2.c of the AB 3090 Policy, adopted by the CTC in April 2003 states, "The local agency commits to award a contract or otherwise begin delivery of the project component within 12 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met." Note that the CTC adopted a new 6 month award deadline in June 2006, and the 6 month deadline supercedes the April 2003 language.

The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of SB 184 since allocation of funds is not guaranteed. Therefore, sponsors are exposing themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

State-Only Funding

In 2011, the State adopted AB 105, which eliminates the sales tax on gasoline and replaces it with a commensurate increase in the excise tax on gasoline. Excise taxes are deposited into the State Highway Account, which also includes federal funds. Therefore, projects programmed in the 2012 STIP will receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CMA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding "Matching Requirements"

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Special Funding Conditions" section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval

process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

Santa Clara GARVEE Debt Service

In accordance with MTC Resolution No. 3538, the debt service for the I-880/Coleman Avenue, SR-87 HOV Lanes (SR 85 to I-280), and the SR-87 HOV Lanes (I-280-Julian Street) projects will be paid from the Santa Clara County RIP county share balance. In the event that the Santa Clara County RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the Santa Clara County RIP county share balance will become negative through the advancement of future Santa Clara County RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using Santa Clara County RIP county share would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations. As of the 2012 RTIP, all Santa Clara GARVEE commitments have been fully programmed, and no new GARVEE commitments are due from Santa Clara's new 2012 RTIP county shares.

Transportation Enhancement Policies

Federal Transportation Enhancement (TE) Funds – TE Reserves

MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. MTC will continue to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified regional project(s). The project(s) would be programmed in the last two years of the 2012 RTIP. MTC will evaluate the potential uses of the regional TE funds in conjunction with the development of the OneBayArea grant program and will provide a recommendation at a later date.

SB 286 TE Prioritization of Conservation Corps Implemented Projects

In an effort to increase Conservation Corps participation on Transportation Enhancement projects, the Legislature approved SB 286 (2008, Lowenthal), which directs regional agencies to prioritize TE projects that partner with the Conservation Corps. Caltrans, in consultation with state and local Conservation Corps, CTC, and regional agencies, developed criteria for the prioritization of such projects (dated July 6, 2009). Regional agencies are now required to select TE projects based on the following criteria:

1. TE eligible projects whose sponsor is partnering with or has agreed to employ the services of the state or local conservation corps, shall be selected first for funding;
2. After all TE eligible projects described in paragraph (1) have been selected for funding, the remaining eligible TE projects may be selected.

TE project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

- a. Projects that have been selected and programmed in an RTIP prior to June 25, 2009.
- b. Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE application with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps. The application must indicate that the sponsor notified both

organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Note that a TE application is required for any new TE project as the PSR equivalent. Congestion Management Agencies are required to consider the above criteria and exemptions when selecting projects for inclusion into the RTIP.

Front Loading of Federal Transportation Enhancement Projects

The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. However, projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.

Transportation Enhancement Project Pre-Review by Caltrans Local Assistance

In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

Transportation Enhancement Project Delivery Deadlines

In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new deadlines for TE projects. All TE project sponsors must submit a full and complete CTC allocation and federal Request for Authorization (RFA) package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to obligate the funds by March 31. Exceptions to the regional TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a scheduled award later than six months after the allocation date, as prescribed by CTC STIP guidelines. Any exceptions will be reviewed by the respective CMA and MTC, and granted on a case-by-case basis.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the

project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Project advancements are unlikely during the 2012 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Programming to Reserves

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and is not expected to be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 14, 2011, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by October 24, 2011, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2012 RTIP must meet all MTC project-screening criteria listed in Attachment C of this guidance. Of utmost importance are the project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Attachment D of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors are to use the Project Programming Request (PPR) forms provided by Caltrans for all projects. CMAs should submit PPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should still submit Part 1: Resolution of Local Support of Attachment D, as well as propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised PPR provided by Caltrans.

STIP Performance Measures

The CTC continues to require performance measures into the RTIP and ITIP review process for the 2012 RTIP. According to the STIP guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level. In addition, project-level performance measure data will be reviewed for new projects greater than \$50 million or 50 percent of a county's available share. An example of the analysis for reference is included in Attachment D: 2012 RTIP

Project Application. The CMAs are required to submit the project-level performance measures to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the affected parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

Timely Use of Funds Provisions and Deadlines

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC has made it very clear that deadline extensions will be the exception rather than the rule. See Attachment 2 to MTC Resolution No. 4028 for specific timely use of funds deadlines.

Notice of Cost Increase

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit updated STIP Project Programming Request (PPR) form to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

In recent months, CTC has been very critical of unexpected cost increases to projects funded by the STIP. In order to ensure that the amounts programmed in the STIP are accurate, MTC encourages the CMAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CMA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

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Attachment A: 2012 RTIP Development Schedule

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Attachment B: 2012 RTIP County Targets

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**2012 Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Attachment C: 2012 RTIP Project Screening Criteria**

Eligible Projects

- A. Eligible Projects.** SB 45 (Chapter 622, Statutes 1997) expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP should be eligible for federal funds.

Planning Prerequisites

- B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.
- C. CMP Consistency.** Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.
- D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete project study report or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (Project Study Report (PSR), or equivalent) of Attachment D: 2012 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

- E. Escalated Costs.** All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections.” (CON)

Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L).

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

- (a) Funds used to match federal funds;
- (b) Planning, Programming and Monitoring (PPM);
- (c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
- (d) Caltrans project support components not allocated by the Commission; and
- (e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.
- (f) Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2012 STIP covers the five-year period from FY 2012-13 through 2016-17. The 2012 STIP may contain new targets for each fiscal year, which may require counties to delay certain projects in order to match the new targets. If a project will not be ready for allocation in a certain year, project sponsors delay funds to a later year of the five-year STIP period.

Readiness Standards

- I. Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years to expend funds. For construction, the sponsor will have six months to award a contract and three years to expend funds. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.
- J. Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming right-of-way or construction funds in the RTIP.
- K. Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

- L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction

phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

- M. The Project Must Be Fully Funded.** All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Attachment D - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

- N. Field Review for Federally Funded Local Projects.** One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2012 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2012 STIP, Caltrans field reviews should be completed by September 1, 2012 for federal aid projects programmed in 2012-13 and 2013-14. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

- O. TE Project Pre-Review by Caltrans Local Assistance.** In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA

before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

Other Requirements

- P. Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."
- Q. Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department..."
- R. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for SB 184 implementation.
- S. State-Only Funding.** The 2012 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CMA providing documentation verifying the county passed a measure allowing for the use of State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.
- T. Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds (such as the Transportation Enhancement (TE) projects) will not receive federal authorization to proceed without the project being properly listed in the TIP.
- U. Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CMA and MTC at the time of project application submittal.

2012 Regional Transportation Improvement Program (RTIP)
Attachment D: 2012 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2012 RTIP. The application consists of the following five to six parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

- 1a. Resolution of local support *
- 1b. Opinion of legal counsel *
2. Local agency certification of assurances
3. Project Study Report (PSR), or equivalent
4. RTIP Project Programming Request (PPR) form (with maps) (must be submitted electronically)
5. Performance Measures Worksheet (if applicable)
6. Routine Accommodations Checklist (if applicable: check with CMA or on MTC's website, listed above)

- * Project sponsor has the option to incorporate language into the Resolution of Local support – see note below

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 1b.

RTIP Project Application

Part 1: Sample Resolution of Local Support

Resolution No. _____

WHEREAS, (INSERT AGENCY NAME HERE) (herein referred to as “APPLICANT”) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT RTIP FUNDING \$ AMOUNT HERE) in funding from the 2012 Regional Transportation Improvement Program (RTIP) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as “PROJECT” or “PROJECTS”) for the MTC 2012 RTIP, as authorized by MTC by Resolution No. 4028 (herein referred to as “PROGRAM”); and

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of that process, MTC is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

WHEREAS, MTC will review and include, if approved, 2012 RTIP projects in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the RTIP; and

WHEREAS, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

WHEREAS, APPLICANT is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

WHEREAS, the RTIP Project Programming Request (PPR) form of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which APPLICANT is requesting that MTC program Regional Improvement Program funds for inclusion in the RTIP; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by APPLICANT of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC; and

WHEREAS, as part of the application for 2012 RTIP funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures

specified in the “Timely Use of Funds Provisions and Deadlines” (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended).

NOW, THEREFORE, BE IT RESOLVED, that APPLICANT approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the “Timely Use of Funds Provisions and Deadlines” (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended), that PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP, and that APPLICANT and PROJECT will comply with the requirements as set forth in the 2012 RTIP Policies and Procedures (MTC Resolution No. 4028); and therefore be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the Transit Coordination Implementation Plan, as set forth in MTC Resolution No. 3866; and be it further

RESOLVED, that APPLICANT has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Project Programming Request (PPR) form of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

RESOLVED, that APPLICANT is authorized to submit an application for State Transportation Improvement Program funds for PROJECT; and be it further

RESOLVED, that APPLICANT has and will retain the expertise and knowledge necessary to deliver STIP and federally-funded projects, and has assigned a single point of contact for all STIP and FHWA-funded projects to work with the CMA, MTC, and Caltrans on any questions or issues that may arise during the STIP and/or federal programming and delivery process; and be it further

RESOLVED, that there is no legal impediment to APPLICANT making applications for Regional Improvement Program funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the APPLICANT application referenced herein, along with the name and contact information for the APPLICANT’s single point of contact.

RTIP Project Application

Part 1b: Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the State Transportation Improvement Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for State Transportation Improvement Program (STIP) funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the State Transportation Improvement Program (STIP) made available pursuant to the State Transportation Funding Plan, Streets and Highways Code Section 163 *et. seq.*

1. (Applicant) _____ is an eligible sponsor of projects for the STIP.
2. (Applicant) _____ is authorized to submit an application for STIP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STIP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

RTIP Project Application
Part 2: Certification of Assurances

The implementing agency certifies that the project for which Regional Improvement Program funding is requested meets the following project screening Criteria. **Please initial each.**

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. _____
2. For the funds requested, no costs have/will be incurred prior to adoption into the STIP by the CTC. _____
3. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. _____
4. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. _____
5. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) _____
6. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. _____
7. The project is fully funded. _____
8. For projects with STIP federal funds, the implementing agency agrees to contact Caltrans and schedule and complete a field review within six months of the project being adopted or amended into the TIP. _____
9. For STIP construction funds, the implementing agency agrees to send a copy of the Caltrans LPP 01-06 "Award Information for STIP Projects – Attachment A" to MTC and the CMA, upon award. _____
10. The implementing agency agrees to be available for an audit of STIP funds, if requested. _____

The implementing agency also agrees to abide by all statutes, rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. _____

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.
4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).

RTIP Project Application

Part 3: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
Local Roadway a. rehabilitation	PSR for local rehabilitation	http://www.dot.ca.gov/hq/LocalPrograms/public.htm then look in "13. Project Study Report (Local Rehabilitation)"
b. capacity increasing or other project	PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 6 pg 6-31. <u>Field Review --</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/state-uta-app-091906.pdf
Traffic Congestion Relief (TCR) Program projects (Specific phase)	TCR program application for the phases of work included in the TCR application	For a Traffic Congestion Relief (TCR) Program project, a TCR program application is considered a PSR equivalent for the phases of work included in the TCR application http://www.dot.ca.gov/hq/transprog/ocip.htm
Transportation Enhancements	Transportation Enhancement (TE) Application	http://www.dot.ca.gov/hq/TransEnhAct/app_pgs.htm
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 4: Project Programming Request (PPR) Form

Applicants are required to submit a Project Programming Request (PPR) form in order to be considered for funding from the 2012 RTIP.

The PPR for new projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/PPR%20-%20New%20Projects%20-%206-7-11_FY%2012-13%20thru%2017-18.xls

The PPRs for existing projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/pprs_2012/pprs_2012.htm

Part 5: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding \$50 million, or using over 50% of a county share (for the county share period) are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location:

<http://www.catc.ca.gov/programs/stip.htm>

Select the “2012 STIP Guidelines” document. The template begins on page 40 of the guidelines, under “Appendix B: Performance Indicators, Measures, and Definitions”.

Part 6: Complete Streets Checklist

Applicants are required to include the Complete Streets (Routine Accommodations) Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available from the Congestion Management Agencies and at the MTC website at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm.

Date: September 28, 2011
W.I.: 1515
Referred by: PAC

Attachment 2
Resolution No. 4028
Page 1 of 12

**2012
Regional Transportation Improvement Program**

**STIP Amendments / Extensions
Rules and Procedures**

September 28, 2011

**MTC Resolution No. 4028
Attachment 2**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding.htm>**

RTIP
Regional Transportation Improvement Program
STIP Amendments / Extensions
Rules and Procedures
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Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures

What is the STIP?

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and currently covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding. This biennial STIP process is outlined in the attached "STIP Process".

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide competitive program. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip: Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only

grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Each project manager and the individual responsible for submitting documentation for STIP amendments and extensions must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <http://www.dot.ca.gov/hq/transprog/ocip.htm> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://www.mtc.ca.gov/funding/>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2012 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

Step I: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CMA's letter of concurrence
- Revised RTIP Application Form – <http://www.mtc.ca.gov/funding/>
- TIP Amendment Form - <http://www.mtc.ca.gov/funding/>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project

under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised RTIP Application Form - <http://www.mtc.ca.gov/funding/>
- TIP Amendment Form - <http://www.mtc.ca.gov/funding/>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23B.pdf>).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.

- A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated STIP projects, and all active federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funded projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines.
- Any other documentation required by the CMA or Caltrans
- Where necessary, CMA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
- CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
- Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CMA be available in place of the project sponsor. The CMA and MTC must concur with this request via email.

Important Tip: For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.
- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:
 - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
 - TIP Amendment form - <http://www.mtc.ca.gov/funding/>

- RTIP Application form including: - <http://www.mtc.ca.gov/funding/>
 - Resolution of local support
 - Project Programming Request (PPR) forms (with maps)
 - Local agency certification of assurances
 - Project Study Report (PSR), or equivalent.
 - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor:

Step 2 : MTC Review and Concurrence

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will sign Caltrans' Request for Time Extension form and send it with a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.)

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
 - request to program a new project (or delete a project)
 - schedule delay that affects air quality conformity analysis
 - project advance with reimbursement or replacement project per AB 3090
 - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
 - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines
 - schedule changes, except where change implies major cost or delivery ramifications

- changes in implementing agency or project sponsor
 - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
 - redirection of funds from one project component to another (e.g. from project engineering into environmental)
 - changes considered routine and not impacting project delivery
- * Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23O.pdf>). In such circumstances, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for "Additional Funds at Time of Allocation". It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans either allocating the funds under its delegated allocation authority or placing the request on the CTC Agenda for approval. In either case, the completed request package is due to Caltrans 60 days prior to the anticipated allocation of funds. In general MTC is not involved with the allocation process, however, under a few circumstances MTC concurrence is required as noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the "Pavement Management System Certification" form with the "Local Road Rehabilitation Project Certification" form attached (both found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23L.pdf> and <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23K.pdf>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Programs. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Programs.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. For the 2010 STIP, no concurrence is necessary because all funding for the will be State-Only funds.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required if federal funds are involved. Changes that are allowed at the time of allocation are noted below, however, project sponsors should consult with Caltrans District 4 Local Programs, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding is not increased.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their "State-Only Funding Request Exception" form if the project type is not on the pre-approved state-only eligible funding list).

STP/CMAQ/TE Match Reserve: Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ/TE match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and

submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ/TEA Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP do not involve MTC, other than as noted previously. Project sponsors work directly with Caltrans District 4 local programs in obtaining the allocation. STIP projects using federal funds (such as Transportation Enhancement (TE) projects) will not receive federal authorizations to proceed without the project being properly listed in the TIP.

Important Tip: Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and may even require a vote of the CTC rather than a simple Caltrans delegated allocation approval. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to delay funding in the next fiscal year is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

Important Tip: The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <http://www.mtc.ca.gov/funding/>

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <http://www.mtc.ca.gov/funding/>. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Kenneth Kao	STIP	510.817.5768	kkao@mtc.ca.gov
Ross McKeown	STIP	510.817.5842	rmckeown@mtc.ca.gov
Sri Srinivasan	TIP Amendments	510.817.5793	ssrinivasan@mtc.ca.gov

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APPENDIX A – 11

Regional Policies: Project Funding

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307 and 5309)
Process and Criteria
MTC Resolution No. 3908**



Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C

ABSTRACT

Resolution No. 3908, Revised

This resolution approves the process and establishes the criteria for programming the FTA Section 5307 and 5309 Fixed Guideway (FG) funds in the San Francisco Bay Area for FY 2009-10 through FY 2011-12.

This resolution was revised on May 26, 2010 to establish the policy for programming the Vehicle Procurement Reserve, establish a Bus Emission Reduction Device Funding Program, revise the Flexible Set-aside formula in the Petaluma Urbanized Area, and make other minor revisions to the policy.

This resolution was revised on June 22, 2011 to make Solano County Transit eligible for future Transit Capital Priorities programming, and to specify that the Flexible Set-Aside will not be programmed in FY 2010-11 due to apportionment shortfalls.

Further discussion of the Transit Capital Priorities Policy is contained in the Executive Director's memorandum to the Programming and Allocations committee dated May 13, 2009, and the Programming and Allocations Summary Sheets dated May 13, 2009, June 10, 2009, May 12, 2010, and June 8, 2011.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3908

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

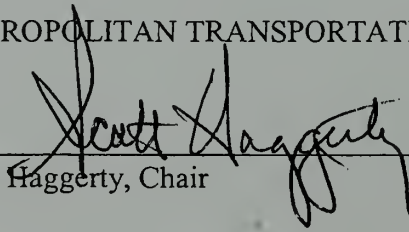
WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307 and 5309 funds for FY 2009-10 through FY 2011-12 to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2009.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C

Attachment A
Resolution No. 3908
Page 1 of 36

**FY 2009-10 through FY 2011-12
San Francisco Bay Area
FTA Section 5307 and FTA Section 5309 Fixed Guideway
Transit Capital Priorities Criteria**

**For development of the
FY 2009-10 through FY 2011-12
Transit Capital Priorities Project Lists**

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

The full text of Resolution 3908 can be found on our website at the link below, or will be provided upon request to MTC to info@mtc.ca.gov or 510.817.5700.

http://www.mtc.ca.gov/funding/FTA/downloads/RES-3908_approved.pdf

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FY 2009-10 through FY 2011-12 Transit Capital Priorities Criteria

I. GOALS AND OBJECTIVES

The FY 2009-10 through FY 2011-12 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2035, the region's 25-year plan. The TCP applies to programming of the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Modernization (Section 5309 FG) funds.

FY 2009-10 will be the first year under new federal transportation authorizing legislation, following the expiration of SAFETEA-LU in FY 2008-09. The TCP Criteria assumes there will be no major shifts in FTA funding programs, eligibility or policies under the new authorization. MTC and the Partnership will revisit and update the policy should changes in federal policy require revisions.

The region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on operators' Short Range Transit Plans (SRTP) service objectives, and capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and

state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

II. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the PTAC has reviewed them.

Capital Program Submittal. For the purposes of programming, project sponsors will submit requests for funding in accordance with detail instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY 2009-10 programming should be submitted by July 8, 2009, the date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307 and 5309 FG Programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of

the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects will be programmed in the TCP in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model. Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed.

FTA Public Involvement Process and Transportation Improvement Program (TIP)

FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. However, as provided for in FTA Circular 9030.1C (revised October 1, 1998), FTA considers a grantee to have met the public participation requirements associated with the annual development of the POP when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Changes to Transit Capital Priorities Program

Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls

If final apportionments for the FTA Section 5307 and Section 5309 FG programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and perform project review when required. In addition, MTC staff will submit concurrence letters and MTC project review resolutions to FTA on behalf of project sponsors as needed.

Program Period

Proposed projects will be used to develop a TCP program for FY 2010, and preliminary programs for FY 2011 and FY 2012. Initially, only the FY 2010 program will be amended into the region's Transportation Improvement Program. The preliminary programs for FY 2011 and FY 2012 will be revisited and potentially revised based on new information regarding the federal authorization and the development of project finance plans for upcoming major vehicle procurements. However, providing a preliminary three-year program is intended to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs.

FY 2009-10 through FY 2011-12 TCP Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY 2009-10 through FY 2011-12 TCP. If a change in the schedule is required, MTC will notify participants of the TCP development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
Transit GMs/TFWG TCP Policy Discussions	June 4, 2008	June 3, 2009
Call for projects	May 18, 2009	June 1, 2009
Draft TCP Policy to PAC	May 13, 2009	
Final TCP Policy to PAC/Commission	June 10/24, 2009	
FTA/AB 664 program to TFWG	July 1, 2009	
FTA/AB 664 programs to PAC/Commission and amend TIP to add FY 2009-10 program	July 8/22, 2009	

III. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation

Projects selected will conform to the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) or its successor federal transportation authorization, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY 2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, and other related projects to meet unfunded mandates. All preventive maintenance and some ADA complementary paratransit service are considered capital costs.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas determine the amounts of FTA Section 5307 and 5309 FG funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, SFMTA, SamTrans, Solano County Transit, Union City Transit, Vallejo Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, SCVTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, Tri-Delta
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	City of Benicia, Napa Vine on behalf of American Canyon, Solano County Transit, City of Vallejo, WestCAT
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, SCVTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be

re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

- (iv) WestCAT is an eligible claimant in the Vallejo UA but will report revenue miles in the San Francisco-Oakland UA in order to maximize funding to the region. Therefore, WestCAT will claim funds exclusively in the San Francisco-Oakland UA.
- (v) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.
- (vi) The Water Emergency Transportation Authority (WETA) is an eligible claimant in the San Francisco-Oakland UA starting in FY 2009-10 contingent on WETA's adoption of a transition plan for the assumption of responsibility for the Alameda and Vallejo ferry services, including responsibility for replacement and rehabilitation of Alameda's and Vallejo's ferry capital assets, as required by SB 976. If WETA does not adopt the transition plan, any TCP funds programmed to WETA would be reprogrammed to other eligible operators.
- (vii) Solano County Transit (SolTrans) is an eligible claimant in the San Francisco-Oakland and Vallejo UAs starting in FY 2010-11 contingent on FTA's designation of SolTrans as an eligible grantee. Programming for SolTrans will be in lieu of new programming for the City of Benicia and the City of Vallejo bus services.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2008 services and intends to file a report for 2009 to be eligible for FY10 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan, and in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of score 16 projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.

- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years
Over-the-Road-Coaches*	14 years
Medium-Duty Buses*	10 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar ²	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3 rd Rail	Varies by type of OVHD/3 rd rail
Facility	Varies by facility and component replaced

Notes:

- (1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.*
- (2) Includes Caltrain and ACE commuter rail and BART urban rail cars.*
- (3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
- (4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Bus Replacement Beyond Minimum Useful Life

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in the table above will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which would be treated like flexible set-aside. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE ¹	All Eligible FG Categories	1,460,000
BART	All Eligible FG Categories	41,520,000
Caltrain	All Eligible FG Categories	13,270,000
GGBHTD	All Eligible FG Categories	5,660,000
SFMTA	All Eligible FG Categories	36,280,000
Vallejo	All Eligible FG Categories	3,680,000
VTA	All Eligible FG Categories	9,450,000
WETA (for Alameda Ferries)	All Eligible FG Categories	3,680,000

- 1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.
- 2) Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Delivery
- Train Control/Signaling
- Dredging
- Ferry Fixed Guideway Connectors
- Ferry Major Component Replacement
- Ferry Propulsion Replacement

- Cable Car Infrastructure
- Wayside Fare Collection Equipment

Programming for all projects that fall within these categories must be within the operator's cap amount.

Other replacement projects cannot exceed \$7.5 million.

Expansion or enhancement projects cannot exceed \$3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC; however, over a multi-year period, the caps must average to the amounts indicated above in order to keep the TCP program within its fiscal constraints.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4, Table 5 and Table 6. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Table 4: Regional Bus-Van Pricelist, FY 2009-10

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	27,000	22,530	4,470	83.44%	16.56%
Minivan Under 22'	49,000	40,887	8,113	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	76,000	62,034	13,966	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	101,000	82,441	18,559	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	106,000	87,980	18,020	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	142,000	117,860	24,140	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	111,000	92,130	18,870	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	149,000	123,669	25,331	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	166,000	137,779	28,221	83.00%	17.00%
Transit Bus 30' Diesel	460,000	371,015	88,985	80.66%	19.34%
Transit Bus 30' CNG	514,000	414,569	99,431	80.66%	19.34%
Transit Bus 30' Hybrid	621,000	500,871	120,129	80.66%	19.34%
Transit Bus 35' Diesel	473,000	381,415	91,585	80.64%	19.36%
Transit Bus 35' CNG	530,000	427,379	102,621	80.64%	19.36%
Transit Bus 35' Hybrid	639,000	515,274	123,726	80.64%	19.36%
Transit Bus 40' Diesel	487,000	392,629	94,371	80.62%	19.38%
Transit Bus 40' CNG	545,000	439,390	105,610	80.62%	19.38%
Transit Bus 40' Hybrid	658,000	530,493	127,507	80.62%	19.38%
Suburban Bus 45' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' CNG	637,000	512,846	124,154	80.51%	19.49%
Over-the-Road 40' Hybrid	768,000	618,313	149,687	80.51%	19.49%
Over-the-Road 45' Diesel	614,000	494,329	119,671	80.51%	19.49%
Over-the-Road 45' CNG	688,000	553,906	134,094	80.51%	19.49%
Over-the-Road 45' Hybrid	829,000	667,424	161,576	80.51%	19.49%
Over-the-Road 60' Diesel	810,000	651,185	158,815	80.39%	19.61%
Over-the-Road 60' CNG	907,000	729,167	177,833	80.39%	19.61%
Over-the-Road 60' Hybrid	1,093,000	878,698	214,302	80.39%	19.61%
Articulated 60' Diesel	689,000	553,909	135,091	80.39%	19.61%
Articulated 60' CNG	771,000	619,832	151,168	80.39%	19.61%
Articulated 60' Hybrid	929,000	746,853	182,147	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,545

Table 5: Regional Bus-Van Pricelist, FY 2010-11

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	28,000	23,364	4,636	83.44%	16.56%
Minivan Under 22'	50,000	41,721	8,279	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	78,000	63,667	14,333	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	104,000	84,889	19,111	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	116,000	94,684	21,316	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	109,000	90,470	18,530	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	146,000	121,179	24,821	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	163,000	135,289	27,711	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	82,000	66,932	15,068	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	110,000	89,787	20,213	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	123,000	100,398	22,602	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	114,000	94,620	19,380	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	153,000	126,989	26,011	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	171,000	141,929	29,071	83.00%	17.00%
Transit Bus 30' Diesel	474,000	382,307	91,693	80.66%	19.34%
Transit Bus 30' CNG	529,000	426,668	102,332	80.66%	19.34%
Transit Bus 30' Hybrid	640,000	516,195	123,805	80.66%	19.34%
Transit Bus 35' Diesel	487,000	392,705	94,295	80.64%	19.36%
Transit Bus 35' CNG	546,000	440,281	105,719	80.64%	19.36%
Transit Bus 35' Hybrid	658,000	530,595	127,405	80.64%	19.36%
Transit Bus 40' Diesel	502,000	404,723	97,277	80.62%	19.38%
Transit Bus 40' CNG	561,000	452,290	108,710	80.62%	19.38%
Transit Bus 40' Hybrid	678,000	546,617	131,383	80.62%	19.38%
Suburban Bus 45' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' CNG	656,000	528,143	127,857	80.51%	19.49%
Over-the-Road 40' Hybrid	791,000	636,830	154,170	80.51%	19.49%
Over-the-Road 45' Diesel	632,000	508,820	123,180	80.51%	19.49%
Over-the-Road 45' CNG	709,000	570,813	138,187	80.51%	19.49%
Over-the-Road 45' Hybrid	854,000	687,551	166,449	80.51%	19.49%
Over-the-Road 60' Diesel	834,000	670,480	163,520	80.39%	19.61%
Over-the-Road 60' CNG	934,000	750,873	183,127	80.39%	19.61%
Over-the-Road 60' Hybrid	1,126,000	905,228	220,772	80.39%	19.61%
Articulated 60' Diesel	710,000	570,792	139,208	80.39%	19.61%
Articulated 60' CNG	794,000	638,322	155,678	80.39%	19.61%
Articulated 60' Hybrid	957,000	769,363	187,637	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,590

Table 6: Regional Bus-Van Pricelist, FY 2011-12

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	29,000	24,198	4,802	83.44%	16.56%
Minivan Under 22'	52,000	43,390	8,610	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	112,000	92,960	19,040	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	150,000	124,499	25,501	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	168,000	139,439	28,561	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	84,000	68,564	15,436	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	127,000	103,663	23,337	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	117,000	97,110	19,890	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	176,000	146,079	29,921	83.00%	17.00%
Transit Bus 30' Diesel	488,000	393,599	94,401	80.66%	19.34%
Transit Bus 30' CNG	545,000	439,573	105,427	80.66%	19.34%
Transit Bus 30' Hybrid	659,000	531,520	127,480	80.66%	19.34%
Transit Bus 35' Diesel	502,000	404,800	97,200	80.64%	19.36%
Transit Bus 35' CNG	562,000	453,183	108,817	80.64%	19.36%
Transit Bus 35' Hybrid	678,000	546,722	131,278	80.64%	19.36%
Transit Bus 40' Diesel	517,000	416,816	100,184	80.62%	19.38%
Transit Bus 40' CNG	578,000	465,995	112,005	80.62%	19.38%
Transit Bus 40' Hybrid	698,000	562,742	135,258	80.62%	19.38%
Suburban Bus 45' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' CNG	676,000	544,244	131,756	80.51%	19.49%
Over-the-Road 40' Hybrid	815,000	656,153	158,847	80.51%	19.49%
Over-the-Road 45' Diesel	651,000	524,117	126,883	80.51%	19.49%
Over-the-Road 45' CNG	730,000	587,720	142,280	80.51%	19.49%
Over-the-Road 45' Hybrid	880,000	708,484	171,516	80.51%	19.49%
Over-the-Road 60' Diesel	859,000	690,578	168,422	80.39%	19.61%
Over-the-Road 60' CNG	962,000	773,383	188,617	80.39%	19.61%
Over-the-Road 60' Hybrid	1,160,000	932,561	227,439	80.39%	19.61%
Articulated 60' Diesel	731,000	587,674	143,326	80.39%	19.61%
Articulated 60' CNG	818,000	657,617	160,383	80.39%	19.61%
Articulated 60' Hybrid	986,000	792,677	193,323	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,640

Note that bus prices include allowances for radios, fareboxes and Translink wiring and brackets. It should be noted in the project description if buses will be procured without these items, and programmed amounts will be adjusted as specified in the pricelist. Operators are encouraged to

include Translink wiring and brackets in all new buses, so the buses are Translink-ready without requiring additional expenses.

IV. PROJECT DEFINITION AND SCORING

Project Scoring

All FTA Section 5307 and FTA Section 5309 FG projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 7.

Table 7. Project Scores

Project Category/Description	Project Score
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Section III, Table 2). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g. a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g. 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries)	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g. if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment - Includes computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems. For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle).	
Non-TransLink® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the TransLink® fare collection system.	
TransLink®	16
TransLink® - replacement of TransLink® fare collection equipment related to revenue vehicles and faregates.	

Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2014 in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2014, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA <i>compliance</i>. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	

Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. <i>Note: Requests for preventive maintenance to meet budgetary shortfalls will be guided by the provisions outlined in Section V. Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V.</i>	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

V. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% flexible set-aside amounts, and the 10% ADA set-aside amounts. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below.

Eligible programming revenues are net of the 10% flexible set-aside as outlined in paragraph (c) below, the 10% ADA set-aside shown in paragraph (d) below, and the Vehicle Procurement Reserve and Preventive Maintenance Reserve described at the end of this section.

- a) *Regional Priority Programming Model* - The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g. LAVTA, Fairfield, etc.)
- ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g. SFMTA, AC, WestCAT, CCCTA, etc.)
- iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
- iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
- v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

- b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% Flexible Set-Aside*: Prior to running the apportionment model, 10% of the FTA Section 5307 funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors, weighted equally. Table 8 shows the percentages by operator and urbanized area for this programming period. Urbanized areas not shown are either urbanized areas with only one operator or urbanized areas that have opted to not participate in the set-aside. Descriptions of these formulas are outlined below.

Apportioned Ridership: Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA, ridership is apportioned to each UA based on the reporting factors.

FTA Revenue Factors: The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small-urbanized area set-asides are distributed to eligible operators based on a rough estimation of population and population density.

Table 8: 10% Flexible Set-aside Shares by Urbanized Area and Operator

Operator	SFO	SJ	Concord	Antioch	Vallejo	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	15.7%								
ACE	1.5%		1.6%						
BART	25.4%		76.9%	47.9%					
Caltrain	3.3%	9.6%							
CCCTA			16.5%						
ECCTA				52.1%					
GGBHTD	5.1%								58.4%
LAVTA			5.0%				100.0%		
Napa					13.5%	100.0%			
Petaluma									13.8%
SamTrans	4.8%								
SFMTA	40.9%								
Sonoma County									27.8%
Union City	0.2%								
Vallejo/Benicia	2.0%				86.5%				
VTA		90.4%						100.0%	
WestCat	0.5%								
WETA (Alameda Ferry)	0.6%								
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Urbanized Areas not shown are not participating in 10% flexible set-aside policy.
- 2) Formula based on hybrid of apportioned ridership and revenue factors (equally weighted).
- 3) Ridership based on MTC's 2004 Statistical Summary of Bay Area Operators (FY 2002-03 data).
- 4) Revenue factors based on FY 2001-2002 NTD data received from operators.
- 5) Shares for Petaluma Transit and WETA based on 2007 data.
- 6) Distribution in Petaluma UA revised by agreement of eligible operators.
- 7) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

Flexible Set-Aside funds will not be programmed for the FY 2010-11 program year due to lower federal apportionments and projected shortfalls in FY 2011-12. The region's ability to program Flexible Set-Aside funds in FY 2011-12 will be evaluated based on projected apportionments and high-scoring capital project needs.

- d) *10% ADA Paratransit Service Set-Aside:* SAFETEA establishes a cap on the use of large urbanized area capital funds for ADA paratransit services not to exceed 10% of the region's apportionment of FTA Section 5307 funds. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs. Table 9 shows the percentages by operator and urbanized area for this programming period.

Table 9: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31.1%						
ACE	1.7%		14.1%				
BART	14.7%		46.0%	22.2%			
Caltrain	3.3%	15.0%					
CCCTA			32.3%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	8.8%						
LAVTA			7.6%			100.0%	
Napa VINE					7.0%		
SFMTA	29.5%						
SamTrans	7.8%						
SCVTA		85.0%					100.0%
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				77.8%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2.1%				93.0%		
WestCat	0.9%						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations.
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the

amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Transit Enhancements

TEA-21 requires that 1% of the FTA section 5307 apportionment be set aside for transit enhancements. Eligible projects include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, bus shelters, landscaping and other scenic beautification, public art, pedestrian access and walkways, bicycle access, including bicycle storage facilities, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible transit enhancement project candidates would count against the 1% set-aside for transit enhancements, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding for Operating Purposes (non-Reserve or Flexible Set-Aside Funds)

Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.

- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.
- Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will embody the four eligibility requirements outlined above as well as any other terms and

conditions of the agreement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

Reserve for Major Vehicle Procurements

The proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will include a vehicle procurement reserve which will direct approximately \$150 million of revenues (total over the three-year program) to help meet the future peak expenditures for major vehicle procurement projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement. Most of the costs for the major procurements will be incurred in the FY 2015 to FY 2018 period, causing total Score 16 needs in those years to far exceed projected revenues. Conversely, revenues during the FY 2010 to FY 2012 period are expected to exceed capped Score 16 needs by approximately \$200 million.

MTC staff has been working with BART to develop a financing plan for the BART project, and the regional Capital Improvement Program projections used to inform the development of the TCP policy assume that the region will dedicate approximately \$730 million in FTA funds to the first phase of the project over the next ten years. The Phase 1 Funding Plan provides for approximately \$1 billion of the total project, and includes all project development work, prototypes and testing, and an initial order of 200 vehicles. This element of the TCP policy is based on a commitment to this project funding plan; the BART Board approved their commitment on April 22, 2010. MTC staff is also working with Caltrain and SFMTA to develop detailed approaches to funding their projects.

The Vehicle Procurement Reserve (VPR) will be programmed based on the following criteria:

- Cost of the project relative to annual TCP funding;
- Other funding available for the project, including TCP funds aside from the VPR;
- Timing of funding needs based on vehicle eligibility for replacement and the project's procurement schedule.

MTC staff will provide an assessment of the projected costs and schedules of the major upcoming vehicle procurements against these criteria in conjunction with the proposed VPR program. Programming of the VPR will not be subject to the Project Funding Caps for vehicle procurements specified in Section III Project Eligibility. The VPR program will not be added to the regional Transportation Improvement Program (TIP) until the rest of the FY 2011 and FY2012 TCP program is added to the TIP, after review of updated revenue and cost projections, and potential revisions to the program. This timing will allow for potential revisions to the proposed VPR program if the schedules or projected expenditure plans for the vehicle procurement projects change. MTC staff will continue to work with the staff of BART, Caltrain and SFMTA to refine the funding plans for the vehicle replacement projects, including appropriate levels of local match.

Preventive Maintenance Reserve

In order to help address operating shortfalls, the proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will dedicate approximately \$50 million over the three-year program as flexible funding that can be used for any eligible project, including preventive maintenance. The funds are proposed to be distributed using the flexible set-aside formula detailed in Table 8. The funds will not be subject to the current TCP preventive maintenance policy requiring that assets exchanged for PM be removed from the program for the life cycle of the asset. Operators will have flexibility in terms of which year to request the flexible funds, and may request all or a portion of their share in any of the three years, FY10 – FY12. Operators must provide a narrative or excerpts from their adopted budget or SRTP explaining how the use of preventive maintenance fits within a strategy to stabilize their operating budget. The amounts of each operator's allocation of the Preventive Maintenance Reserve is shown in Table 10.

Table 10. Preventive Maintenance Reserve FY 2010-2012

Operator	Total
AC Transit	4,948,876
ACE	565,869
BART	12,599,452
Caltrain	1,977,128
CCCTA	827,797
ECCTA	775,548
GGBHTD	1,781,012
LAVTA	580,921
Napa VINE	540,712
Petaluma	16,404
SamTrans	1,514,718
SFMTA	12,929,243
Sonoma Transit	74,255
Union City	57,114
Vallejo	1,499,545
VTA	8,971,810
WCCTA	146,362
WETA (Alameda Ferry)	193,233
Total	50,000,000

Notes:

Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY 2003-04 and FY 2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices have reached or are approaching the end of their five-year warranty period, and some of the devices or their components may need to be replaced. New upgraded devices also provide greater NOx reduction benefits than the original devices. In addition, first-time retrofits are required for some of the region's older buses in order to meet CARB requirements.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements at a time when operator's preventive maintenance budgets are under severe stress due to state budget cuts and the economy, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.
- In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2014. Devices or components to be installed on buses that are scheduled to be replaced prior to 2014 will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

APPENDIX 1 – BOARD RESOLUTION

*Sample Resolution of Board Support
FTA Section 5307 and 5309 Fixed Guideway (FG) Project and Surface Transportation
Program Application*

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FTA SECTION 5307 AND
5309 FIXED GUIDEWAY (FG) AND SURFACE TRANSPORTATION PROGRAMS
FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL
MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of
jurisdiction) TO COMPLETE THE PROJECT**

WHEREAS, the successor to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law Public Law 109-59, August 10, 2005) is anticipated to continue the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to SAFETEA-LU, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Section 5307, FTA 5309 FG, or Surface Transportation Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY 2008-09 FTA Section 5307 and FTA 5309 FG, or Surface Transportation Program funds for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least of 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and
- 2) that the sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Sections 5307 and 5309 FG and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost

increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and

- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel

FTA Section 5307, FTA Section 5309 FG, and STP Project Application

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307 and 5309 FG, and STP Programs made available pursuant to the Reauthorization of SAFETEA Legislation.

1. (Applicant) _____ is an eligible sponsor of projects for the FTA Section 5307, FTA Section 5309 FG, and STP Programs.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, FTA Section 5309 FG, and STP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, FTA Section 5309 FG, and STP Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 12

Regional Policies: Project Funding

Project Review Criteria and Procedures
MTC Resolution No. 3115



Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

ABSTRACT

Resolution No. 3115

This resolution adopts the criteria and procedures to be employed by the MTC in the review and approval of projects and related grant applications pursuant to §§ 66518 and 66520 of the Government Code, and § 21655.6 of the Vehicle Code, and federal Intergovernmental Review requirements, and fulfill MTC's responsibilities under the memoranda of understanding with the Association of Bay Area Governments and the California Department of Transportation as authorized pursuant to MTC Resolution No. 1569.

This resolution supersedes MTC Resolution No. 1570.

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

Re: Project Review Criteria and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3115

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, Government Code § 66518 provides that the California Transportation Commission, when allocating funds for construction projects on the state highway system within the region, shall determine that the projects conform to the MTC's Regional Transportation Plan and its schedule of priorities; and

WHEREAS, Government Code § 66520 provides that any application to the state or federal government, for any grant of money, whether an outright or matching grant, by any city, city and county, county, or transportation district within the San Francisco Bay Area shall, if it contains a transportation element, first be submitted to MTC for review as to its compatibility with the Regional Transportation Plan (RTP), and the schedule of priorities included therein; and

WHEREAS, Vehicle Code § 21655.6 requires that the Department of Transportation (Caltrans) obtain the approval of the regional transportation planning agency prior to establishing the exclusive or preferential use of highway lanes for high-occupancy vehicles; and

WHEREAS, certain transportation projects and/or programs defined in federal regulations (49 CFR 17) are subject to Intergovernmental Review under procedures implementing Executive Order 12372; and

WHEREAS, a Memorandum of Understanding (MOU) among the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), and the MTC defines their respective roles and responsibilities in the Intergovernmental Review process (MTC Resolution No. 1569); and

WHEREAS, by Resolution No. 1570 the MTC adopted criteria used to determine the "Regional vs. Local" nature of projects to be reviewed, and instituted a project classification listing to indicate the application of those criteria in selecting projects for review; and

WHEREAS, the MTC desires to establish criteria and procedures for project review and application approval appropriate to the type of transportation projects and/or programs which are the subject of such action; now, therefore, be it

RESOLVED, that the MTC finds that the criteria and procedures for project review and application approval described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, permit the efficient and proper discharge of its responsibilities under Sections 66518 and 66520 of the Government Code and § 21655.5 of the Vehicle Code; and, be it further

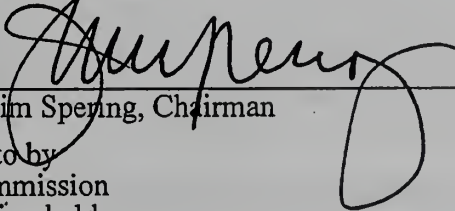
RESOLVED, that the MTC finds that those criteria and procedures satisfy Intergovernmental Review requirements and fulfill its responsibilities under the MOU; and, be it further

RESOLVED, that the MTC adopts the criteria and procedures for project review and application approval shown in Attachment A as those to be employed for such actions henceforth; and, be it further

RESOLVED, that the MTC directs staff, with the next annual cycle, to revise the project review procedures described in the Regional Transportation Plan to conform to those contained in Attachment A; and, be it further

RESOLVED, that Resolution No. 1570 is hereby superseded.

METROPOLITAN TRANSPORTATION COMMISSION



Jim Sperry, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 28, 1998.

Date: October 28, 1998
W.I.: 61.1.10
Referred by: WPC

Attachment A
Resolution No. 3115
Page 1 of 2

MTC Project Review and Application Approval Criteria and Procedures

I. PROJECT REVIEW — COMMISSION REVIEW AND APPLICATION APPROVAL

Any projects or program contained in the Annual/biennial Element of the Transportation Improvement Program (TIP) which fall under any of the criteria for major transportation projects listed below shall require Project Review by MTC to determine consistency with the Regional Transportation Plan and as a condition for implementation.

This shall also apply to any project or program amended into the Annual/biennial element of the TIP subsequent to its adoption.

Criteria

1. The authorizing or permitting exclusive or preferential use of highway lanes for high-occupancy vehicles, with the exception of HOV bypass lanes, by the State Department of Transportation;
2. The construction of mixed-flow highway lanes or of auxiliary lanes which do not terminate at the first subsequent interchange on the State highway system.
3. Interchange or local arterial improvements which have the potential to affect main-line operations on the State Highway System;
4. Transit projects that involve the construction of rail extensions, new stations, or parking facilities that exceed 500 parking spaces;
5. Transportation projects that have special circumstances or issues (i.e. design, environmental, financial) that warrant a review by the Commission.

Procedure:

All projects or programs contained in the Annual/Biennial Element of the current Transportation Improvement Program (TIP) falling under any one of the above criteria must be submitted to MTC by the project sponsor for project review and application approval, pursuant to Sections 66518 or 66520 of the California Government Code.

Upon receipt of an application, staff reviews the project or program documentation and, if appropriate, advises the applicant of any deficiencies or other problems likely to delay application approval. When the project sponsor's documentation and applicable environmental analysis is found to be satisfactory, staff prepares a Staff Evaluation of the project and a

Date: October 28, 1998
W.I.: 61.1.10
Referred by: WPC

Attachment A
Resolution No. 3115
Page 2 of 2

resolution that determines that the project conforms with the RTP, and supports the grant application for the amounts contained in the Annual/Biennial Element. The Staff Evaluation and resolution are presented to the Grant Review & Allocations Committee for review and, if found satisfactory, referral to the Commission for approval. The project sponsor can access TIP funding only after Commission approval of the application.

II. ADMINISTRATIVE APPROVAL

Any project or program contained in the annual/biennial element of the Transportation Improvement Program (TIP) not falling under any of the criteria for major transportation projects listed above shall be considered consistent with the Regional Transportation Plan and the schedule of priorities included therein, and will require no further review or approval action by MTC as a condition for implementation.

Procedure

In adopting the federal Transportation Improvement Program (TIP), the Annual/Biennial projects or programs eligible projects will be identified for administrative approval. Each entry in the TIP tabulation will include the name of the implementing agency, the project description (as shown in the TIP), and the total estimated cost in the Annual/Biennial Element. Unless a project is revised, no further review by MTC will be necessary after the approval of the TIP.

III. REVIEW OF LOCALLY FUNDED ROAD PROJECTS

Generally, locally funded road projects are not normally subject to project review and may be administratively approved. However, if these road projects significantly impact the State highway system, Project Review will be required to determine consistency with the Regional Transportation Plan.

Additionally, locally funded road projects that have regional significance will be listed in the TIP. *Regionally significant* projects must be included in the TIP to ensure adequacy of the federal air quality conformity analysis. *Regionally significant projects* mean capacity increasing projects that normally include principal arterial highways or fixed guideway transit facilities or that offer an alternative to regional highway travel.

Other related actions, such as an amendment of the Transportation Improvement Program, may be necessary in addition to the process described above.

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APPENDIX A – 13

Regional Policies: Project Funding

**Funding Framework for a High Speed Rail Early Investment
Strategy for a Blended System in the Peninsula Corridor**

MTC Resolution No. 4056



Date: March 28, 2012
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4056

This resolution approves an Agreement and establishes a funding framework among MTC, the California High Speed Rail Authority (the Authority), the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA), for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor.

Further discussion of the High Speed Rail Early Investment Strategy is contained in the Executive Director's memorandum dated March 21, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Re: High Speed Rail Early Investment Strategy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4056

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, the California High-Speed Rail Authority (Authority) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

WHEREAS, the Authority is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

WHEREAS, the Authority's 2012 Business Plan proposes to incrementally develop the California High-Speed Train (HST) system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in the peninsula corridor to prepare for integrated service and operations and the Authority recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that increases service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

WHEREAS, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2

Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

WHEREAS, MTC, the Authority, the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA) (collectively, Parties) staff have collaboratively and in good faith prepared a Memorandum of Understanding, as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, that sets forth principles for developing the corridor electrification and advance signal system elements of the blended system; and

WHEREAS, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

WHEREAS, all Parties wish to establish a policy-level commitment of funding for the electrification and advance signal system elements of the blended system, as set forth in Attachments B and C to this Resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Memorandum of Understanding for a High Speed Rail Early Investment Strategy as set forth in Attachment A and incorporated herein; and be it further

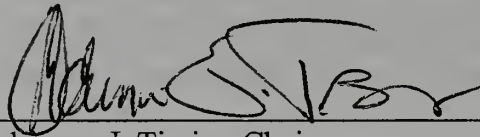
RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Attachment B subject to the Authority, JPB, VTA, SFCTA and BART also agrees to provide the funds as shown in Attachment B; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding indentified in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 28, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment A
Resolution No. 4056
Page 1 of 4

MEMORANDUM OF UNDERSTANDING

**HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN
THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA
CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM**

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

**CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)**

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing

designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has it's northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue

service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$ 600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, recession of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall take steps to notify each other as needed in a timely manner.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment B
Resolution No. 4056
Page 1 of 2

FUNDING PLAN

Program Costs and Proposed Funding for Peninsula Corridor Projects: Electrification and Advance Signal System

Program Costs <i>(in \$ millions, year of expenditure)</i>	
Advance Signal System / Positive Train Control (PTC)	\$231
Electrification and Electric Multiple Units (EMUs)	\$1,225
Total	\$1,456

Program Funding <i>(in \$ millions)</i>	
Source	Amount
JPB Contributions	\$180
JPB Local - Currently Available	\$11
Caltrain PTC	\$4
Subtotal Local	\$195
Prop 1A Connectivity	\$106
Prop 1A High Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
Subtotal State	\$730
Federal RR Admin. for PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
Subtotal Federal	\$500
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer	\$20
Subtotal Regional	\$31
Total	\$1,456

See Next Page for Notes.

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment C
Resolution No. 4056
Page 1 of 3

PREPARING THE CALTRAIN CORRIDOR
FOR HIGH – SPEED RAIL:
ELECTRIFICATION AND
ADVANCED SIGNAL SYSTEM PROJECTS
MARCH 2012

Electrification of the peninsula rail corridor is a necessary investment to support a blended Caltrain and high-speed rail system. In the short-term, electrification will bring more commuter service to our region in a quieter and greener way. For the long-term, electrification prepares the corridor to receive the high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.

Project Scope

The electrification infrastructure project includes the installation of traction power facilities, poles and an overhead contact system, and the purchase of electric rolling stock to replace the current diesel trains, known as electric multiple units (EMUs). The project would extend for 52 miles from San Francisco to San Jose.

Short-Term Benefits

Caltrain electrification and use of EMUs will result in the following benefits:

- > Faster and more frequent service
- > Reduction of air pollutant emissions
- > Reduction of noise and vibration

Project Status

In 2009, 35% design and federal environmental clearance were completed. Board certification of the Environmental Assessment /Final Environmental Impact Report (EA/FEIR) to complete the state environmental process has not yet been obtained. If full funding is secured by Summer 2012, the planned project schedule is:

Project Status and Schedule*

Phase	Start	Complete
Environmental Clearance **	2012	2013
Final Design & Procurement	2013	2015
Construction & Vehicle Testing	2015	2019

* Schedule assumes design-bid-build procurement process.

** Update/recirculation of the Caltrain Electrification project EA/FEIR.



Caltrain EMU Vehicle

The advanced signal system is needed to support Caltrain and high-speed rail blended services on the peninsula corridor. The system is called Communications Based Overlay Signal System, also known as Positive Train Control (PTC).

Project Scope

The project serves two purposes. One is to provide enhanced performance attributes to maximize train throughput in the rail corridor. The other is to reduce the risk of train-to-train collisions and prevent trains from exceeding authorized speed limits. The system includes control center upgrades, wayside signals, sensors in the tracks, on-board computers, and connections to global positioning systems. The advanced signal system meets a federal mandate to achieve PTC by 2015.

Project Benefits

The advanced signal system will:

- > Accommodate blended Caltrain and high-speed trains in the peninsula corridor;
- > Increase the safety of the current signal system;
- > Enable more frequent and dependable passenger service; and
- > Improve grade crossing warning functions.

Additionally, it will enable Caltrain to maintain rail operations during construction, and support faster and more efficient construction schedules in a safer work environment. These capabilities will result in significant project cost savings and minimal service disruptions.

Peninsula Corridor Investment Strategy

Project Status

If full funding is secured by Summer 2012, the planned project schedule is:

Project Phases and Schedule

Phase	Start	Complete
Planning and Preliminary Design*	January 2008	July 2010
Procurement of DB Contractor	August 2010	December 2011
Hardware & Software Engineering	2012	2013
Construction / Installation	2013	2014
System Testing and Integration	2014	2015
Revenue Service		2015

* Project is exempt from environmental review.

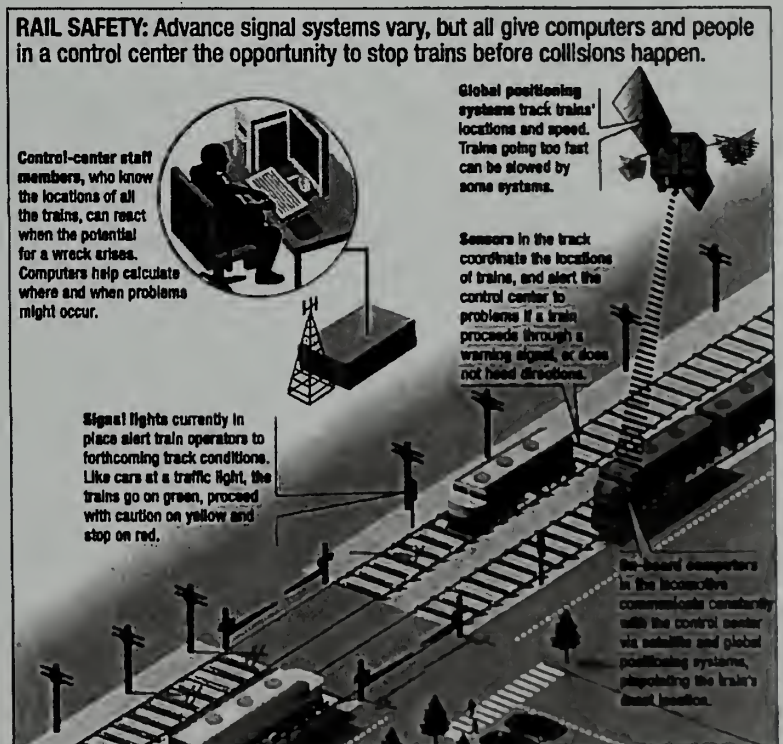


Diagram of how an advanced signal system works

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APPENDIX A – 14

Regional Policies: Project Funding

**MTC's Lifeline Transportation Program Guidelines and
Funding for FY2010-11 through FY2012-13**

MTC Resolution No. 4033



Date: December 21, 2011
W.I.: 1311
Referred by: PAC
Revised: 03/28/12-ED

ABSTRACT

Resolution No. 4033, Revised

This Resolution adopts the Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate.

The following attachment is provided with this Resolution:

Attachment A — Third Cycle Lifeline Transportation Program Guidelines and Funding FY2010-11 through FY2012-13

This resolution was revised on March 28, 2012, under Executive Director Administrative Authority, to make minor changes to the FY2011-12 and FY2012-13 Job Access and Reverse Commute (JARC) programming targets in Attachment A to reflect the actual partial-year FY2011-12 JARC funding apportionments.

Further discussion of the Lifeline Program Guidelines is provided in the Programming and Allocations Committee Summary dated December 14, 2011.

Date: December 21, 2011
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4033

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted Resolution 3814, which directed Proposition 1B funds to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for federal Job Access Reverse Commute (JARC) funds and has incorporated these funds into the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the San Francisco Bay Area and has incorporated or will incorporate certain STP and/or CMAQ funds into the Lifeline Transportation Program; and

WHEREAS, MTC has conducted a program evaluation of the Lifeline Transportation Program and has made revisions to the program based on evaluation results; and

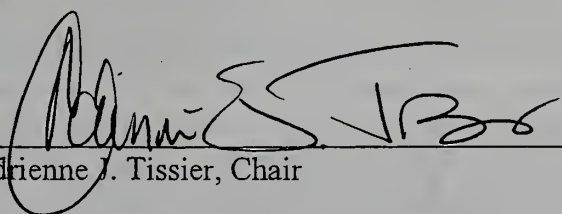
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the third-cycle of the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Third Cycle of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the programming targets in Attachment A if the final Lifeline funding apportionments differ from the estimated amounts; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 21, 2011.

Date: December 21, 2011
W.I.: 1311
Referred by: PAC
Revised: 03/28/12-ED

Attachment A
MTC Resolution No. 4033
Page 1 of 16

Third Cycle Lifeline Transportation Program Guidelines and Funding FY 2011 through FY 2013

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Program. This requires a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include, but are not limited to highlighting the program and application solicitation on the CMA website; sending targeted postcards and e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes); and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

Fund Availability: Fund sources for the Third Cycle Lifeline Program (FY2010-2011 to FY2012-2013) include State Transit Assistance (STA), Proposition 1B - Transit funds, Job Access and Reverse Commute (JARC), and Surface Transportation Program (STP), as shown in Table A. Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references throughout these guidelines to "STP" should be considered as "STP or CMAQ". Funding for STA, JARC¹, and STP will be assigned to counties by each fund source, based on the county's share of the regional poverty population consistent with the estimated distribution outlined in Table B. Note that the county shares were updated using 2010 census data which resulted in some shifts compared to previous Lifeline cycles. Lifeline Program Administrators will assign funds to eligible projects in their counties based on a competitive process to be conducted by the Lifeline Program Administrators in each county. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Table C. All funded projects must meet the eligibility requirements of the respective funding source. See Appendix 1 for detailed eligibility requirements by fund source.

¹ Consistent with federal JARC guidance, MTC may set aside up to five percent of the region's FY11, FY12 and FY13 JARC apportionments to fund administration, planning and technical assistance.

MTC will set aside up to \$1 million in STA funds toward the development and implementation of a regional means-based discount. In Phase 1 of the means-based discount project, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, any remaining funds from the \$1 million set-aside will be used for implementation activities.

Multi-Year Programming: The Third Cycle Lifeline Transportation Program will cover a three-year programming cycle, FY2010-2011 to FY2012-2013.

Competitive Process: Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable governing board of the CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Program reporting requirements. For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Other exceptions may be considered by MTC on a case-by-case basis but must meet the guidelines/restrictions of the applicable fund sources. LPAs should contact MTC staff as early as possible for any exception requests.

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to

determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement:

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use certain federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program, and is included in the net project costs in the project budget.

For JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Eligible Projects: Per the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects selected for funding under the JARC program must be "derived from a locally developed, coordinated public transit-human services transportation plan", and the plan must be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." A locally developed, coordinated, public transit-human services transportation plan ("coordinated plan") identified the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area's Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's transportation programs,

taxi voucher programs, improved access to autos, etc. See Appendix 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.

Eligible planning projects, consistent with requirements of funding sources, include (but are not limited to) planning assistance for updating Community-Based Transportation Plans (CBTP), consolidated transportation services planning, and bicycle and pedestrian planning projects. CBTP updates are eligible for STP funding provided the following conditions are met: 1) All of the previously identified CBTPs in the county have been completed²; 2) The county has identified a lead agency to update the status of existing plans, needs, and projects, and to track implementation of projects over time; 3) A county-led process involving multiple stakeholders has established a way to set priorities for plan updates within the county (e.g., oldest first, largest populations, highest percentage of implemented projects); 4) Communities getting plan updates must be identified as Communities of Concern (CoCs) as part of the Plan Bay Area process to have priority, but countywide updates will be considered in counties with either no CoCs or with more than two-thirds of the county low-income population residing outside designated CoCs. Counties may decide whether and/or how to prioritize CBTP updates over other eligible uses such as bicycle and pedestrian projects. See Appendix 1 for additional details about eligibility by funding source.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Project Selection/Draft Program of Projects: MTC is the designated recipient for the Bay Area's large Urbanized Area (UA) funding apportionment of JARC funds. Caltrans is the designated recipient for California's small and non-UA funding apportionment of JARC funds. As the designated recipient, MTC is responsible for ensuring a competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a county-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans.

For the MTC process, standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability.³ Lifeline

² Because funding has been available for completing the region's remaining CBTPs since 2008, counties who have not completed all of their existing plans will not be eligible for any plan update funds. MTC's expectation is that all CBTPs will be complete by the end of this cycle.

³ For future cycles of the Lifeline Transportation Program, transit operations projects will need to be consistent with recommendations stemming from MTC's Transit Sustainability Project. See <http://www.mtc.ca.gov/planning/tsp/>

Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Each county will appoint a local review team of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council, and representatives of local stakeholders, such as, transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local review team. Each county will assign local priorities for project selection.

In funding projects, preference will be given to strategies emerging from local CBTP processes or other substantive local planning efforts involving focused outreach to low-income populations. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Regional Lifeline funds should not supplant or replace existing sources of funds.

A full program of projects is due to MTC from each Lifeline Program Administrator on May 15, 2012. However, with state and federal funding uncertainties, sponsors with projects selected for FY2013 JARC funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to prioritize high scoring projects with FY2011 and FY2012 funds. MTC staff will work with Lifeline Program Administrators on this sequencing; more will be known about the FY2013 funds near the end of calendar year 2012.

Project Delivery: All projects funded under the county programs are subject to MTC obligation deadlines and project delivery requirements. STP funds are subject to all of the delivery requirements in MTC Res. 3606. All projects will be subject to a "use it or lose it" policy. Beginning this cycle, MTC is adding a project delivery requirement that project sponsors must expend the Lifeline Transportation funds within three years of the grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Policy Board Adoption: Prior to the programming of funds to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. Projects recommended for STA, JARC and STP funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable CMA; furthermore, Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board. For all

funds, the appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements.

Project Oversight: For Lifeline projects funded by STA, JARC, and STP, Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance, and are responsible for approving reimbursement requests, budget changes, and scope of work changes, prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Any changes to JARC or STP funded projects must be reported to MTC and reconciled with FTA (or FHWA, as applicable for STP funds).

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they feel that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See appendix 1 for detailed accountability and reporting requirements by funding source.

As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. For planning projects, project sponsors are responsible for establishing a schedule of deliverables related to the project. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

Fund Administration:

For projects receiving JARC Funds: MTC will enter all projects into the Transportation Improvement Program (TIP). For projects sponsored by non-Federal Transit Administration (FTA) grantees, e.g., nonprofits or other local government entities, MTC will enter projects into MTC's FTA grant planned to be submitted in fall 2012. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and will submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely seek to enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is June 1, 2012. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales.

For projects receiving STP funds: Projects must comply with the provisions of the Cycle 2 STP/CMAQ programming guidelines and program adoption, and project sponsors must submit a Local Resolution of Support (template located on MTC's Website at: <http://www.mtc.ca.gov/funding/STPCMAQ/>) meet all of the delivery requirements in MTC Resolution 3606 (located on MTC's Website at: <http://www.mtc.ca.gov/funding/delivery/>) and STP funds must be obligated by the Federal Highway Administration (FHWA) or transferred to FTA by April 30, 2014. Furthermore, the following provisions apply accordingly:

- Transit operators who are FTA grantees will act as direct recipients, and will enter projects into the TIP, request FHWA transfers through Caltrans and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 18 months of MTC approval of the project.
- For non-FTA grantees with transit projects, the CMA (or appropriate agency) will enter projects into the TIP, request a transfer of funds from FHWA to FTA, and include the projects into an FTA grant for submittal in spring 2013. Following FTA approval of the grant, the CMA or appropriate agency will execute funding agreements with the implementing entity.
- Local non-transit agencies with non-transit projects (e.g., planning, bicycle, and pedestrian projects) will receive the funding directly, and will enter projects into the TIP and submit obligation/authorization requests through Caltrans to FHWA. (See Appendix 2 for federal compliance requirements.)

Timeline Summary

Program	Action	Date
JARC/STA/STP	MTC issues guidelines to counties	December 21, 2011
Prop 1B	Transit operators submit draft project lists to CMAs	February 15, 2012
Prop 1B	Allocation requests due to MTC (concurrence from the CMA is required)	April 11, 2012
Prop 1B	MTC & transit operators submit TIP amendments	End of April – Deadline TBD
Prop 1B	Commission approval of Prop 1B projects	May 23, 2012
Prop 1B	MTC submits FY11 request to Caltrans	June 1, 2012
JARC/STA/STP	Board-approved programs due to MTC from CMAs	May 15, 2012
JARC/STA/STP	MTC and transit operators submit TIP Amendments	June/July 2012 – Deadline TBD
JARC/STA/STP	Commission approval of Program of Projects	June 27, 2012
STA	Operators can file claims for FY12 and FY13	After Commission Approval
JARC	MTC and transit operators submit FTA grants with FY11 and FY12 JARC projects	November/December 2012 (following TIP approval)
JARC	FY11 and FY12 JARC-funded project sponsors enter into funding agreements	January/February 2013 (following FTA grant approval)
JARC/STP	MTC confirms availability of FY13 funds; MTC and transit operators submit TIP Amendments for FY13 projects	Winter/Spring 2013 (est.)
JARC/STP	MTC and transit operators submit FTA grant or FHWA obligation request with FY13 projects	Spring/Summer 2013 (following TIP approval)
JARC/STP	FY13 project sponsors enter into funding agreements (if applicable)	Summer/Fall 2013 (following FTA grant approval)
STP	Deadline for STP funds to be obligated or transferred to FTA	April 30, 2014

**Table A – Lifeline Transportation Program
Third Cycle Funding
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual (Programmed in Cycle 2)	FY2012 Estimate	FY2013 Estimate	Total
STA ¹		\$ 11,673,561	\$ 11,907,032	\$ 23,580,593
Prop 1B ²	\$ 46,519,967	-	-	\$ 46,519,967
JARC ^{3,5}	\$ 2,562,648	\$ 2,786,790	\$ 2,786,790	\$ 8,136,228
STP ⁴	\$ -	\$ -	\$ 8,971,587	\$ 8,971,587
Total	\$ 49,082,615	\$ 14,460,351	\$ 23,665,409	\$ 87,208,375

Notes:

- (1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the \$413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.
- (2) FY2011 Prop 1B appropriations represent three years of funding.
- (3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance. Amounts shown here are prior to any MTC set-aside.
- (4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."
- (5) FY2012 & FY2013 JARC amounts were revised in March 2012 to reflect actual partial-year FY2012 apportionments.

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013			Total
	STA ¹	JARC ²	STA	JARC ^{2,4}	STA	JARC ^{2,4}	STP ³	
Alameda	23.7%	685,806	2,653,456	745,790	2,708,899	745,790	2,130,539	9,670,280
Contra Costa	13.4%	387,331	1,498,625	421,209	1,529,939	421,209	1,203,291	5,461,604
Marin	2.6%	75,235	291,094	81,816	297,176	81,816	233,728	1,060,866
Napa	2.2%	-	245,095	-	250,216	-	196,794	692,105
San Francisco	13.1%	378,258	1,463,520	411,342	1,494,100	411,342	1,175,104	5,333,667
San Mateo	7.6%	218,838	846,709	237,979	864,401	237,979	679,848	3,085,754
Santa Clara	23.7%	561,175	2,650,265	610,257	2,705,643	610,257	2,127,977	9,265,574
Solano	5.8%	-	649,332	-	662,900	-	521,368	1,833,601
Sonoma	7.8%	127,873	875,465	139,057	893,757	139,057	702,937	2,878,146
MTC - Means-Based Discount Project		-	500,000	-	500,000	-	-	1,000,000
MTC - Admin, Planning, Technical Assistance ²		128,132	-	139,340	-	139,340	-	406,811
Total	100.0%	2,562,648	11,673,561	2,786,790	11,907,032	2,786,790	8,971,587	40,688,407

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."

(4) FY2012 & FY2013 JARC amounts were revised in March 2012 to reflect actual partial-year FY2012 apportionments.

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) ²	Prop 1B ¹			Total
	FY2011	FY2012	FY2013	
AC Transit	8,403,487	-	-	8,403,487
BART	8,173,010	-	-	8,173,010
County Connection (CCCTA)	484,534	-	-	484,534
Golden Gate Transit/Marin Transit	1,477,729	-	-	1,477,729
Wheels (LAVTA)	240,910	-	-	240,910
Muni (SFMTA)	11,723,430	-	-	11,723,430
SamTrans	2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA)	327,019	-	-	327,019
VINE (NCTPA)	597,647	-	-	597,647
VTA	9,186,049	-	-	9,186,049
WestCat (WCCTA)	147,335	-	-	147,335
Solano County Operators	1,547,328	-	-	1,547,328
Sonoma County Operators	1,938,791	-	-	1,938,791
Total	46,519,967	-	-	46,519,967

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

Appendix 1 Lifeline Transportation Program Third Cycle Funding

Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals	To fund highway improvements, including projects on eligible public roads, transit capital projects, and intracity/ intercity bus terminals and facilities.
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs/Pdfs/ITDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf	http://www.fhwa.dot.gov/programadmin/113005.cfm
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons	For public transportation purposes
Eligible Recipients	- Transit operators - Cities and Counties if eligible to claim TDA - MTC for regional coordination - Other entities, under an agreement with an eligible recipient	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	- Operators of public transportation services, including private operators of public transportation services - Private non-profit organizations - State or local governmental authority	- Operators of public transportation services. - State or local governmental authority
Eligible Projects	Transit Capital and Operations, including: - New, continued or expanded fixed-route service - Purchase of vehicles - Shuttle service if available for use by the general public - Purchase of technology (i.e. GPS, other ITS applications) - Capital projects such as bus stop improvements, including bus benches, shelters, etc. - Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.	Transit Capital (including a minimum operable segment of a project) for: - Rehab, safety, or modernization improvements - Capital service enhancements or expansions - New capital projects - Bus rapid transit improvements - Rolling stock procurement, rehab, or replacements Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.	Capital and Operating projects including: - Services (e.g. late-night & weekend, shuttles) - Ridesharing and carpooling - Transit-related aspects of bicycling - Local car loan programs - Marketing - Certain pedestrian and bicycle projects - Administration and expenses for voucher programs - ITS, AVL, etc. for improving scheduling and dispatch - Mobility management Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.	Capital and Planning projects including: - Public transit capital improvements - Rehab, safety, or modernization improvements - Pedestrian and bicycle facilities - Transportation planning activities - Community-Based Transportation Plan updates - Consolidated transportation services planning

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Lifeline Program Local Match	20%	20%	50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) 50% for auto projects 20% for capital projects	20%
Estimated timing for availability of funds to project sponsor	- Transit operators and eligible cities and counties can initiate claims for FY12 and FY13 funds immediately following MTC approval of program of projects for current fiscal year funds. - For “other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans by April 11, 2012. Disbursement timing depends on bond sales.	For FY11 and FY12 funds, following MTC approval of the program of projects, there will be a 3-6 month process of entering projects in the TIP, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For FY13 funds, the 6-9 month process of entering projects in the TIP, applying for the FTA grant, and entering into funding agreements will start as soon as the funds are appropriated and secured (approximately Spring 2013).	For transit projects: After approval by the Commission, the sponsor will enter projects in the TIP, apply to FHWA for a funds transfer to FTA, apply for the FTA grant, FTA review and award. Following FTA award, there will be an additional process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For local agencies with non-transit projects (e.g., bicycle and pedestrian facilities): After project approval by the MTC Commission, the sponsor will enter projects in the TIP, followed by submitting the obligation requests to FHWA. Project sponsors cannot spend STP funds until after they receive FHWA authorization.
Accountability & Reporting Requirements	- Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. - Depending on the arrangement with the pass-through agency, “other entities” will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.

Note: Information on this chart is accurate as of December 2011. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2 Lifeline Transportation Program Third Cycle Funding

Compliance with Federal Requirements for Job Access and Reverse Commute (JARC) and Surface Transportation Program (STP) Funds

Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5316, FTA Circulars C 9050.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a funding agreement by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

Title VI of the Civil Rights Act

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
- b. Information on whether the project will provide assistance to predominately minority and low-income populations. (Projects are classified as providing service to predominately minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that federal funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Lifeline Transportation Program, MTC will keep a record of applications submitted for Lifeline funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominately minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all JARC and STP subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964O, as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the*

Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving JARC and STP funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the

subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS)

JARC and STP recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁴ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

Role of Recipients/Subrecipients: JARC and STP recipients/subrecipients' responsibilities include:

- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of the grant;
- Meeting program requirements and grant/funding agreements requirements including, but not limited to, Title VI reporting requirements;
- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

⁴ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

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APPENDIX A – 15

Regional Policies: Project Funding

Caltrans Toll Credit Use Policy





Expires – Upon Issuance of LPP

Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-aid Highway Projects and FTA Transfers

I. BACKGROUND

Federal-aid highway projects typically require the project sponsors to provide certain amount of non-federal funds as match to the federal funds. For example, Surface Transportation Program (STP) funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll-credits, the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

The statutory authority for the use of toll credit was first established in Section 1044 of ISTEA that permitted the use of certain *toll* revenue expenditures as a *credit* toward the non-Federal matching share of all programs authorized by ISTEA and Title 23, thus the term “Toll Credit”. Section 1111(c) of TEA-21 incorporated into 23 United States Code (USC) 120(j) toll credit provisions initially set forth in ISTEA. This provision allows the federal obligation to be increased up to 100 percent of project costs to the extent that credits are available.

The amount of credit a state can earn is determined by the amount of toll revenue used for capital expenditures to build or improve public highway facilities. Once a credit amount is appropriately established, this credit will remain available until used by the state. The state is required to track the use of toll credit on a project-by-project basis and report such use to Federal Highway Administration (FHWA) on a regular basis.

The California Department of Transportation (Caltrans) recently received a conditional approval from the FHWA for \$5.7 billion of toll credit. Caltrans is starting a two-year demonstration toll credit program. Caltrans’ Division of Budgets has issued a statewide “Toll Credit Use Policy”. At this point, this policy limits the use of toll credit on local projects to Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Off-Federal-aid System bridge projects funded by Highway Bridge Program (HBP). Safety program projects are not included due to the fact that safety program funds have been fully programmed.

This Office Bulletin prescribes Division of Local Assistance’s implementing procedures for the use of toll credit on federally funded Local Assistance projects.

II. POLICY

It needs to be noted that the use of toll credits does not generate any additional federal funding. Its use is merely to meet the non-federal match requirement of the federal participating cost. As such, when toll credit is used in lieu of the non-federal share cash match, it will help those projects that would otherwise be delayed for the lack of matching funds. The amount of toll credit a state can use each year is limited by the amount of annual Federal Obligation Authority (OA). It is also important to point out that one of the conditions for FHWA’s approval of toll credit is that its use does not reduce the state’s non-federal transportation capital expenditures. To meet this requirement, California must demonstrate continued efforts to maintain its non-federal transportation expenditure. While this is done on



a statewide basis, it is important that the project sponsors do not redirect local transportation funds intended for non-federal match to other purposes not related to transportation.

Toll credits can be used in any phase of a federal-aid projects, Preliminary Engineering, Right of Way, or Construction, as long as that phase of work has not been authorized. FHWA policy does not allow the retroactive use of toll credit on a phase of work that has received federal authorization. However, subsequent phases can be authorized to use toll credit.

In order to use toll credit, a project must meet the following requirements:

- The intended use of toll credit is explicitly expressed in the Request for Authorization (RFA) to proceed by marking the appropriate toll credit use area;
- Indicate the use of toll credit in the Remarks of the signed project Finance Letter;
- Be fully funded at the maximum allowable federal reimbursement rate, excluding federally non-participating costs;
- Properly programmed in the current Federal Statewide Transportation Improvement Program (FSTIP) as using toll credits;
- The project is funded with funds from one of the programs listed in Caltrans' Statewide Toll Credit Use Policy.

III. PROCEDURE

Section 120(j) of 23 USC allows the use of toll credits on federal-aid highway projects to receive up to 100% in Federal reimbursements for participating work. Consequently, the non-federal matching requirement for a project no longer has to be met with non-federal funds.

The following examples demonstrate how the use of toll credit is different than the normal federal-nonfederal match funding.

Scenario A – Traditional Project Funding with Match

For a project with a total cost of \$120,000 including \$20,000 of federally non-participating costs (\$100,000 federally participating) using a federal reimbursement rate of 88.53%, the funding plan would normally be as indicated in the following Table 1.

Table 1 – Normal Funding					
Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
L240	\$120,000.00	\$100,000.00	\$88,530.00	\$31,470.00	\$0.00

The Federal Fund amount required in this scenario is 88.53% of the Participating Cost and the non-Federal Funding amount is equal to the Non-Participating amount plus the required 11.47% Non-Federal match.

Scenario B – Toll Credit Funding

When toll credit is being applied to the project, it will be used as a credit toward the non-federal share or \$11,470. Since toll credits are not federal funds, federal share



must be increased to accommodate the reduction of Non-Federal funds resulting from the toll credit being used as indicated in the following Table 2.

Table 2 – Use Toll Credit					
Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
L240	\$120,000.00	\$100,000.00	\$100,000.00	\$20,000.00	\$11,470.00

The federal fund amount required is changed from \$88,530 to \$100,000, the total Participating Cost, and the non-federal funding amount is equal to the Non-Participating amount.

The various Requests for Authorization (RFA) to proceed forms have been updated to include checkboxes for the use of toll credit and are made a part of this Office Bulletin.

Local Agencies:

- Work with the respective Metropolitan Planning Organization (MPO) to ensure the use of toll credit is appropriate and that such use is properly programmed in the MPO's Federal Transportation Improvement Program (FTIP), and subsequently in the FSTIP;
- Submit RFA and Finance Letter indicating the use of toll credit for the project; Federal funds must equal to 100% of the total participating costs. Include a comment in the Remarks Section of the Finance letter for the use of Toll Credit;
- After receiving Authorization to Proceed and executed Program Supplemental Agreement or State signed Finance Letter, invoices for eligible costs may be billed at up to 100%.

Caltrans District Local Assistance Engineers and HQ Area Engineers:

- Perform normal review to ensure accuracy and completeness of the RFA;
- Enter RFA information into FADS;
- When the RFA and Local Agency signed Finance Letter indicate the use of Toll Credit,
 - Indicate the use of toll credit in the Remark Section of LP2000 Finance Letter.
 - Make "(TC)" to be the last four characters of the "Type of Work" Field on the Fund Sum Screen of FADS. This will allow easier identification of toll credit projects in FADS reporting.
 - Enter the amount of toll credit, calculated as 11.47% (STP, HBP, or CMAQ programs) of the total Participating Cost, into the "Toll Credit" Field on Fund Detail Screen of FADS



- Include a special remark in the State Comment Field to indicate the use of toll credit use for the project, e.g., “This project will use toll credit in-lieu of non-federal match, resulting in federal reimbursement rate of 100%.”

Proj	Prog Line	Code	Seq	City	State	Fed Reimb	Fed Reimb	Fed Reimb	Fed Reimb	Fed Reimb	Fed Reimb
Coop Edit Delete	Q240	30	049	08		120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00
	Q240					120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00
	Totals:					120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00

Functional System:	R - MINOR COLLECTOR	Fed Reimb Rate:	100.00	Air Base:	Select one
Toll Road:	☐ Yes ☐ No	100% Safety:	☐ Yes ☐ No	State/Local Adv Const:	Select one
Demo ID:					

Congressional Districts and Percentages:	Add/Edit
04 100%	

Project Funding Plan: *Totals are not updated to reflect amounts entered in This Sequence amounts until Save button is selected.							
Previous Sequence:	0.00	0.00	0.00	0.00	0.00	0.00	0.00
This Sequence:	120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00	0.00
Total:	120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00	0.00

Local Program Accounting:

Review and make payments on project invoices at the reimbursement rate of up to 100% as indicated on the State approved Finance Letter on projects using toll credit.

FTA Transfer Requests

Requests to transfer Federal-aid Highway funds to FTA will be processed similarly, except that the tracking of toll credit use will be done outside of FADS using LP2000. HQ Area Engineers need to include the toll credit amount as “other additional information” in the FHWA Transfer Request form.

IV. APPLICABILITY/IMPACTS

This will impact all Local Agency federal-aid transportation projects proposed to use toll credit.

Approved _____ Original Signed By _____ June 28, 2010 _____
Ray Zhang, Chief Date
Office of Project Implementation South

Approved: _____ Original Signed By _____ June 28, 2010 _____
Bill Sandoval, Chief Date
Office of Project Implementation North

ATTACHMENT: Various Requests for Authorization Forms

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY

Background:

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

These guidelines apply to the \$5.7 billion which was approved by the FHWA for the State of California¹ until the end of FY 2011-2012. This two year period represents the demonstration period, permanent program policy to be in place for the FY 2012 and beyond.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligation Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

¹ On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. Until the policy for toll credit use in 2012-13 is developed, this \$104.026 million will be kept separate for use within Orange County.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs for federal match to any eligible federal program, to the Highway Bridge Program Projects for off federal-aid system projects and to the Department to match federal funds used for STIP and SHOPP. Toll credits will not be used for any programmed project in the local safety programs.
 - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
 - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Prior to the end of the two-year demonstration period the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in FY 2012-2013.

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007 Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

Prior to using toll credits for projects funded through the FTA, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits, acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.

APPENDIX A – 16

Regional Policies: Project Funding

MTC Toll Credit Policy
MTC Resolution No. 4008



Date: April 27, 2011
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4008

This resolution establishes the regional policy for managing the use of Toll Credits, also known as Transportation Development Credits, within the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Regional Toll Credit Policy

Additional discussion of this action is contained in the MTC Programming and Allocations Committee Summary dated April 13, 2011.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Re: Regional Toll Credit Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4008

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as Toll Credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as Transportation Development Credits); and

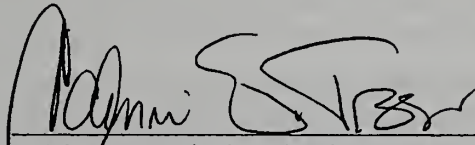
WHEREAS, the Federal Highway Administration (FHWA) has granted approval to Caltrans to use Toll Credits; and

WHEREAS, the California Department of Transportation (Caltrans) has developed a policy on the use of Toll Credits, including the monitoring and reporting of toll credit usage; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy principles for the region's use of Toll Credits, now therefore be it

RESOLVED, that MTC approves the regional Toll Credit policy for the San Francisco Bay Area as set forth in Attachment 'A' to this resolution; and be it further

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on April 27, 2011

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Attachment A
MTC Resolution No. 4008
Page 1 of 2

Regional Toll Credit Policy

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as transportation development Credits).

Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required non-federal match.

The Federal Highway Administration (FHWA) approved approximately \$5.7 billion in toll credits for use in California.

Toll credits are managed by Caltrans at the state level.

Current State Toll Credit Policy

Caltrans has established an interim toll credit policy covering the three-year demonstration period of FY 2009-10 through FY 2011-12. The policy will be evaluated prior to implementation of a final policy for FY 2012-13 and beyond. The use of toll credits for STP/CMAQ and FTA Formula FG funds is at the discretion of the RTPA/designated recipient.

Regional Principles

The use of Toll credits should be focused toward the objectives below:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. County sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.
- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.
- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4008
Page 2 of 2

Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.

Implementation

The Toll Credit policy is to be implemented by MTC through the policies and procedures developed for the specific federal program managed by MTC.

This policy only applies to federal funds managed by MTC (including FTA 5307, FTA 5309 FG, STP and CMAQ) and may be re-evaluated following issuance of Caltrans' final toll credit policy in FY 11-12.

Monitoring

Toll credits are to be entered into MTC's Fund Management System (FMS) for tracking and reporting purposes.

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APPENDIX A – 17

Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 3925



Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C
09/22/10-C 10/27/10-C
02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C
09/28/11-C 10/26/11-C
02/22/12-C 03/28/12-C
04/25/12-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies

Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, and April 11, 2012.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

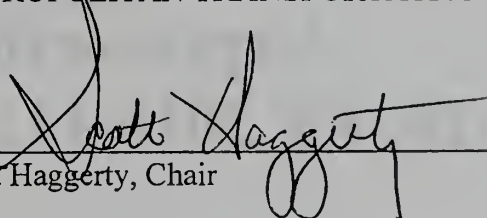
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C
02/22/12-C
03/28/12-C
04/25/12-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

**Representing
FY 2009-10, FY 2010-11, and FY 2011-12**

Cycle 1 STP/CMAQ Policy and Programming

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BACKGROUND

With the close of SAFETEA on September 30, 2009, an overall architecture is called for to guide upcoming programming decisions for the new six-year surface transportation authorization act (New Act) funding. The Cycle 1 Project Selection Criteria and Programming Policy guides the programming of the first three year increment of federal funding (FY 2009-10, FY 2010-11 and FY 2011-12) and establishes the overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015). Until this legislation is enacted, the next one or two years of funding will be authorized through extensions of the current act and its programs and the future funding programs will likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code.

MTC receives a share of federal funding for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The *New Surface Transportation Authorization Act Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* outlines how the region proposes to use these funds for transportation needs in the MTC region and to implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2035 (T2035). T2035 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Cycle 1 Project Selection Criteria and Programming Policy are an outgrowth of the transportation needs specifically identified by T2035.

NEW ACT FUND ESTIMATE

Without a new federal surface transportation authorization act, MTC can only make preliminary estimates of revenues. Therefore, as in the past, MTC will reconcile revenue levels following enactment of the New Act, and also address any changes in eligibility of revenue categories. It is estimated that roughly \$1.4 billion is available for programming over the New Act period consisting of the following components.

STP/CMAQ and Transportation Enhancement (TE) Funds: \$1.1 billion is available over the New Act, assuming a 4% growth rate, consistent with projections for T2035. Specifically the STP/CMAQ/TE programming capacity over Cycle 1 amounts to \$485 million dollars, which is the subject of this Commission Action. This amount includes \$22 million of Transportation Enhancement Funds, which will be programmed through the Regional Transportation Improvement Program (RTIP).

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as \$7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

"Anticipated" Funding: Further, \$235 million is identified as "anticipated" over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee \$500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to \$60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under “anticipated revenue” as a guide and be taken to the Commission for approval. This approach applies only up to \$235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution

(millions \$s)

T 2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	100%	235

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this \$1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs’ greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this \$1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for “anticipated” revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of “anticipated” funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when asked to select projects for funding at the county level, CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.
3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.
4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:
 - a) Program Development including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.
- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.

6. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section

21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support.** Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- ▶ RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- ▶ Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.
- ▶ Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds, except the Lifeline Transportation Program (LTP), Doyle Drive Presidio Parkway and small/northbay operators payback, to be obligated no later than April 30, 2012. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline of April 30, 2014, consistent with the LTP requirements.

All Cycle 1 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six-twelve months to keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.
- ▶ Priority Development Areas (PDA) Based Funding Decisions: In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
 - *Transportation for Livable Communities*: All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
 - *Climate Initiatives*: For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
 - *Rehabilitation – Streets and Roads and Transit*: The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may propose some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions \$, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMLA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	\$54	\$54
2. Regional Planning	0	\$23	\$23
3. Regional Operations	0	\$84	\$84
4. Freeway Performance Initiative	\$74	\$31	\$105
5. Climate Initiatives	0	\$80	\$80
6. Regional Bicycle Program	\$8	\$19	\$27
7. Transportation for Livable Communities	\$0	\$85	\$85
8. Transit Capital Rehabilitation*	\$0	\$0	\$0
9. Regional Streets and Roads Rehabilitation	\$0	\$100	\$100
10. Strategic Investments	\$31	\$9	\$40
TOTAL Commitments			\$ 598

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover (\$54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of \$54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities (\$23 million—potentially up to \$27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

\$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues (\$4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAs make a request to MTC. (See Appendix A-3)

2. Regional Operations (\$84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of \$2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

◆ TransLink®	\$29 million
◆ 511	\$34 million
◆ Regional Marketing	\$ 2 million
◆ Incident Management	\$18 million

4. Freeway Performance Initiative (\$105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes \$1.9 million per year, for a total of \$5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
SFgo*	15	60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional "anticipated" revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program (\$27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of \$19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. Transportation for Livable Communities (TLC) (\$85 million)

\$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. Transit Capital Rehabilitation Shortfall (\$0)

This program would not receive New Act funding until Cycle 2 (\$125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. Regional Streets and Roads Rehabilitation (\$100 million): This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes \$15 million for Federal Aid Secondary commitments direct to counties; \$6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of \$65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- **Federal Aid Secondary (FAS) Program Set-Aside:** With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution)
- **PTAP** provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- **Local Streets and Roads Shortfall Program:** Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments (\$40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- **Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million):** This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMIA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- **Trade Corridor (Richmond Rail Connector - \$8 million):** The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The \$8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately \$35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- *MTC Resolution 3814 Transit Payback Commitment (\$0; \$31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed \$62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warm Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

STA Spillover Funding Agreement Per Resolution 3814 PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION						
Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed for Funding	Remaining Commitment
Lifeline	\$ 10,000,000	16%	\$ 1,028,413	\$ 8,971,587	\$ 8,971,587	\$ -
Small Operators / North Counties	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ 2,691,476	\$ -
BART to Warm Springs	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
eBART	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
Samtrans	\$ 43,000,000	69%	\$ 4,422,174	\$ 38,577,826	\$ 19,288,913	\$ 19,288,913
Total	\$ 62,000,000	100%	\$ 6,376,158	\$ 55,623,842	\$ 30,951,976	\$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	Yes
Climate Initiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan:** By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
 - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
 - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
 - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
 - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a “complete streets” design approach by including pedestrian and/or bicycle projects in the project scope.
 - Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.
- **Planning Activities:** Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.
 - **Flex provision:** Up to 20% of each program’s funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.
 - **Minimum Grant Size:** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

- **Project Delivery Deadlines:** CMAs must program their block grant funds over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Expectation would be that LSR program would use capacity of the earlier year to provide more time for delivery challenges of RBP and TLC programs, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) including the Request For Authorization (RFA) submittal deadline of February 1 and the obligation deadline of April 30 of the year the funds are programmed in the TIP.

PROGRAM SCHEDULE

Cycle 1 spans apportionments over three fiscal years: FY 2009-10, FY 2010-11, and FY 2011-12. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2009-10 funds. This strategy, at the same time, provides several months during FY 2009-10 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second and third years of the Cycle 1 period.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the FY 2010-11 and FY 2011-12 years. However, a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012, except the Lifeline Transportation Program, which has an obligation deadline of April 30, 2014, and the small/northbay operators transit payback program, which has an obligation deadline of April 30, 2015 and the Doyle Drive Presidio Parkway which has an obligation deadline of April 30 2016.

PROJECT LIST

Attachment B of Resolution 3925 contains the list of projects to be programmed under the New Surface Transportation Authorization Act, STP/CMAQ Cycle 1 Program. MTC staff will update the attachment to reflect Commission actions to revise the TIP, which address the addition of projects to the TIP, or subsequent project revisions.

New Federal Transportation Authorization Act STP/CMAQ/TE with ARRA Backfill (CMIA/RTIP/TE) Outlay

April 25, 2012

October 28, 2009
Attachment A
MTC Resolution No. 3925
Page 1 of 10
Revised: 12/16/09-C
07/28/10-C
09/22/10-C
09/28/11-C
12/21/11-C
02/22/12-C
03/28/12-C
04/25/12-C

Program and Project Investments Described in attached summary	Committed ARRA Programming	ARRA ¹ Backfill CMIA/RTIP/TE	New Commitments				
			STP/CMAQ Cycle 1	STP/CMAQ RTIP/TE Cycle 2	ARRA Backfill STP/CMAQ RTIP/TE Total	Anticipated Revenue ²	Total New Commitment
Estimated Apportionment Revenues	09/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount	
	662	113	530	580	1,222	235	1,457
Annual Programs							
1 Required SAFETEA OA Carryover *							
2 On-Going Regional Planning			23	25	48		48
3 On-Going Regional Operations			84	74	158		158
Total			107	99	206		206
T 2035 Core Programs							
4 Focus 1 Freeway Performance Initiative (FPI) *	19	74	51	66	191	31	222
5 Focus 2 Climate Initiatives *			85	35	120	48	168
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67
7 Focus 2 Transportation for Livable Communities (TLC)			89	96	185	42	228
8 Focus 3 Transit Capital Rehabilitation *	356			125	125	39	164
9 Focus 3 Regional Streets and Roads Rehabilitation *	145		100	77	177	55	232
Total	531	82	345	419	845	235	1,080
Strategic Investments							
10 Safety Projects (Vasco Road and North Bay counties)	13						
11 Express Lane Network (580 and 237/880)	14						
12 Advance Prop 1B Construction (Caldecott Tunnel)	105						
13 Corridor Mobility (SCL I/C Imps)		31	1		32		32
14 MTC Res 3814 Transit Payback Commitment			31		31		31
15 Trade Corridor (Richmond Rail Connector)			8		8		8
16 Suicide Deterrent System (GGBHTD Exchange)			5		5		5
17 Doyle Drive/Presidio Parkway *			34		34		34
Total	131	31	79		110		110
Grand Total	662	113	530	518	1,161	235	1,395

NOTE: Actual amounts may vary due to rounding

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¹ \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M in RTIP & CMIA for Caldecott Tunnel and \$7.5M for TE)² Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is \$60 million from apportionments over the first three years.

* (1) SAFETEA OA Carryover in Cycle 1 reduced from \$54M to \$0 to accommodate \$20 M advanced for FPI from Cycle 2 to Cycle 1 and \$34M directed to Doyle Drive/Presidio Parkway

* (4) Freeway Performance Initiative (FPI) - Assumes \$34 million in San Francisco RTIP funding

* (5) Climate Initiatives includes \$20M for SFgo for Cycle 1

* (6) Transit Capital Rehabilitation - Includes Preventive Maintenance

* (9) Regional Streets and Roads Rehabilitation - Includes PTAP and FAS of \$28M for Cycles 1 & 2

* (17) Doyle Drive / Presidio Parkway \$34.0M for delivery in either FY 14 or FY 15. Equivalent amount of \$34.0M in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes.

Appendix A-2: Cycle 1 Program and Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Regional Planning	Planning and programming support activities	MTC to develop funding agreements with the CMAs, BCDC and ABAG outlining the use of funds.	N/A	\$23 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	N/A	\$84 million
Freeway Performance Initiative	Ramp metering projects on the State Highway system, targeting high congestion corridors.	Projects selected in consultation with Caltrans. See Appendix A-4	N/A	\$105 million
Climate Initiative	The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin.	Public Education/Outreach to be developed in cooperation with the Air District. SR2S will be developed with the CMAs. Remaining elements are regionally competitive E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First half of 2010	\$80 million
Regional Bicycle Program	Funding will be directed to projects that complete the Regional Bikeway Network. Projects are required to demonstrate a mode shift to bicycling and provide access to regional destinations, connections and routes.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP. \$7.5M TE will be funded through the 2010 STIP.	First half of 2010	\$27 million (\$7.5M of this amount is STIP funding)

*Funding does not include anticipated funds.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	\$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	\$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	\$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding. Counties will program FAS set-aside directly into the TIP. CMAs will solicit projects using the remaining balance, select projects, and subsequently submit an approved list of projects to MTC for final approval into the TIP.	Annual grant cycle First half of 2010	\$100 million
Strategic Investments	- Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million): - Trade Corridor (Richmond Rail Connector - \$8 million)	N/A	N/A	\$40 million
Total Cycle 1 Program:		\$544 million		

Funding does not include anticipated funds.

Appendix A-3
New Act Cycle 1 STP/CMAQ
Regional Planning Activities (PL)
December 16, 2009

(thousands \$)					
County CMA Planning Activities	09-10	10-11	11-12	Total	
Alameda	822	855	889	2,566	
Contra Costa	650	676	703	2,029	
Marin	572	595	619	1,786	
Napa	572	595	619	1,786	
San Francisco	598	622	647	1,867	
San Mateo	572	595	619	1,786	
Santa Clara	910	946	984	2,840	
Solano	572	595	619	1,786	
Sonoma	572	595	619	1,786	
County CMA Planning SubTotal	5,840	6,074	6,318	18,232	
Regional Agency Planning Activities					
ABAG	572	595	619	1,786	
BCDC	286	298	310	893	
MTC	572	595	619	1,786	
Regional Planning SubTotal	1,430	1,488	1,548	4,465	
Regional Planning Program Grand Total	7,270	7,562	7,866	22,697	

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Appendix A-4
New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010

PRIOR ARRA COMMITMENTS

(thousands \$)						
Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost
15340	SM 280	SB; Route 1 to Route 380	9 RMs	\$4,900	\$2,100	\$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	\$5,000	\$2,000	\$7,000
15034	SCL 280	NB; Vine to Leland	7 RMs	\$3,400	\$1,600	\$5,000
Committed ARRA Subtotal						\$19,000

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding *	Cycle 1 Cumulative Funding
-	-	-	signal timing, perf. monitoring & implementation				\$8,558	\$8,558
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$3,872	\$2,365	\$6,237	\$6,237	\$14,795
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$8,552	\$3,135	\$11,687	\$4,687	\$19,482
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$12,425	\$4,416	\$16,841	\$6,841	\$26,323
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$16,295	\$5,611	\$21,906	\$11,906	\$38,229
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 27 TOS elements	\$28,112	\$8,301	\$36,413	\$36,413	\$74,642
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$19,215	\$6,612	\$25,827	\$4,290	\$78,932
15350	SOL 80	SR 37 to I-505	42 RMs	\$21,000	\$7,068	\$28,068	\$28,068	\$107,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$5,000	\$112,000
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$7,000	\$119,000
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$2,500	\$121,500
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$3,500	\$125,000
Cycle 1 Subtotal								\$125,000

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

EA	Route	Location	Description	costs	costs	Total Cost	Funding	Cumulative
-	-	-	signal timing, perf. monitoring & implementation				\$6,000	\$6,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$23,700	\$29,700
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$20,000	\$49,700
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$6,400	\$56,100
15148	ALA 880	Davis St to SCL Co. Line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$10,000	\$66,100
TOS19	SON 101	Marin Co. Line to Mendocino Co. Line	40 RMs + 108 TOS elements	\$24,000	\$6,900	\$30,900	\$30,900	\$97,000
Cycle 2 Subtotal								\$97,000

GRAND TOTAL \$241,000

* Project adjustments if needed will be taken to the Commission through a TIP amendment

* Project list updated September 22, 2010. Notable revisions include:

- (1) The elimination of SM 101 because we received state funds;
- (2) Addition of SON 101 and;
- (3) Redirected costs based on recent bid prices.

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Appendix A-5
New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	\$667	\$2,000
Innovative Approaches SubTotal	TBD	TBD	\$667	\$2,000
Supplemental School Roll-out			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Roll-out SubTotal	1,114,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

Appendix A-6
New Act Cycle 1 STP/CMAQ
Regional Bicycle Program (RBP)
December 16, 2009

(thousands \$)

County	CMAQ Funds	TE Funds *	Total Funds
Alameda	\$3,836	\$1,557	\$5,393
Contra Costa	\$2,367	\$1,009	\$3,376
Marin	\$1,649	\$294	\$1,943
Napa	\$605	\$183	\$788
San Francisco	\$1,368	\$797	\$2,165
San Mateo	\$1,739	\$827	\$2,566
Santa Clara	\$4,638	\$1,824	\$6,462
Solano	\$1,349	\$477	\$1,826
Sonoma	\$1,949	\$581	\$2,530
Totals	\$19,500	\$7,549	\$27,049

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

Appendix A-7
New Act Cycle 1 STP/CMAQ
Transportation for Livable Communities (TLC)
February 22, 2012

(\$ in thousands)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		\$60,767
Regional TLC Program Subtotal			\$60,767
County TLC Program			
Alameda	1,464,202	21.0%	\$5,962
Contra Costa	1,019,640	14.7%	\$4,152
Marin	248,096	3.6%	\$1,010
Napa	132,565	1.9%	\$540
San Francisco	764,976	11.0%	\$3,115
San Mateo	706,984	10.2%	\$2,878
Santa Clara	1,748,976	25.1%	\$7,121
Solano	408,599	5.9%	\$1,664
Sonoma	464,435	6.7%	\$1,891
County TLC Program Subtotal	6,958,473	100.0%	\$28,333
Grand Total			\$89,100

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Appendix A-8

New Act Cycle 1 STP/CMAQ

Local Streets & Roads (LS&R) Shortfall Program Fund Distribution

December 16, 2009

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	\$ 1,167,832
Alameda	\$ 872,194
Albany	\$ 122,023
Berkeley	\$ 994,629
Dublin	\$ 570,036
Emeryville	\$ 135,621
Fremont	\$ 3,028,368
Hayward	\$ 1,391,442
Livermore	\$ 1,070,502
Newark	\$ 710,725
Oakland	\$ 3,768,142
Piedmont	\$ 69,746
Pleasanton	\$ 912,261
San Leandro	\$ 840,217
Union City	\$ 896,412
COUNTY TOTAL	\$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	\$ 1,608,148
Antioch	\$ 1,021,185
Brentwood	\$ 440,501
Clayton	\$ 152,858
Concord	\$ 1,149,694
Danville	\$ 369,404
El Cerrito	\$ 249,814
Hercules	\$ 278,080
Lafayette	\$ 231,129
Martinez	\$ 404,618
Moraga	\$ 280,677
Oakley	\$ 408,325
Orinda	\$ 218,486
Pineole	\$ 179,376
Pittsburg	\$ 454,372
Pleasant Hill	\$ 316,734
Richmond	\$ 1,362,912
San Pablo	\$ 180,159
San Ramon	\$ 441,969
Walnut Creek	\$ 993,717
COUNTY TOTAL	\$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	\$ 873,788
Belvedere	\$ 23,556
Corte Madera	\$ 74,214
Fairfax	\$ 63,840
Lackspur	\$ 76,244
Mill Valley	\$ 128,163
Novato	\$ 371,718
Ross	\$ 19,390
San Anselmo	\$ 108,142
San Rafael	\$ 540,113
Sausalito	\$ 81,513
Tiburon	\$ 74,219
COUNTY TOTAL	\$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	\$ 548,047
American Canyon	\$ 202,930
Calistoga	\$ 46,553
Napa	\$ 970,989
St. Helena	\$ 94,985
Yountville	\$ 16,489
COUNTY TOTAL	\$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	\$ 7,745,198
COUNTY TOTAL	\$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	\$ 650,090
Atherton	\$ 98,193
Belmont	\$ 276,426
Brisbane	\$ 76,353
Burlingame	\$ 310,836
Colma	\$ 31,863
Daly City	\$ 835,767
East Palo Alto	\$ 266,321
Foster City	\$ 200,296
Half Moon Bay	\$ 78,404
Hillsborough	\$ 176,757
Menlo Park	\$ 250,119
Millbrae	\$ 242,031
Pacifica	\$ 400,648
Portola Valley	\$ 103,135
Redwood City	\$ 668,428
San Bruno	\$ 390,507
San Carlos	\$ 199,706
San Mateo	\$ 748,813
So. San Francisco	\$ 688,301
Woodside	\$ 97,202
COUNTY TOTAL	\$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	\$ 1,756,931
Campbell	\$ 334,650
Cupertino	\$ 450,383
Gilroy	\$ 640,094
Los Altos	\$ 269,959
Los Altos Hills	\$ 98,166
Los Gatos	\$ 298,800
Milpitas	\$ 692,347
Monte Sereno	\$ 31,120
Morgan Hill	\$ 477,228
Mountain View	\$ 552,215
Palo Alto	\$ 572,327
San Jose	\$ 8,319,770
Santa Clara	\$ 1,211,962
Saratoga	\$ 336,183
Sunnyvale	\$ 1,191,206
COUNTY TOTAL	\$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	\$ 1,067,867
Benicia	\$ 301,570
Dixon	\$ 229,739
Fairfield	\$ 1,433,558
Rio Vista	\$ 89,091
Suisun City	\$ 457,586
Vacaville	\$ 1,216,032
Vallejo	\$ 1,669,077
COUNTY TOTAL	\$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	\$ 4,769,815
Cloverdale	\$ 56,626
Corati	\$ 89,045
Healdsburg	\$ 177,125
Petaluma	\$ 1,015,233
Rohnert Park	\$ 534,215
Santa Rosa	\$ 2,032,465
Sebastopol	\$ 76,593
Sonoma	\$ 69,189
Windsor	\$ 339,235
COUNTY TOTAL	\$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	16,550,149	20.9%
Contra Costa	10,742,158	13.6%
Marin	2,434,904	3.1%
Napa	1,879,992	2.4%
San Francisco	7,745,198	9.8%
San Mateo	6,790,197	8.6%
Santa Clara	17,233,340	21.8%
Solano	6,464,521	8.2%
Sonoma	9,159,541	11.6%
Total	79,000,000	100.0%

*In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

(thousands \$) |

Counties	Regional Bicycle	County TLC	LS&R Rehab.	County Total
Alameda	\$3,836	\$5,962	\$16,550	\$26,348
Contra Costa	\$2,367	\$4,152	\$10,742	\$17,261
Marin	\$1,649	\$1,010	\$2,435	\$5,094
Napa	\$605	\$540	\$1,880	\$3,025
San Francisco	\$1,368	\$3,115	\$7,745	\$12,228
San Mateo	\$1,739	\$2,878	\$6,790	\$11,407
Santa Clara	\$4,638	\$7,121	\$17,233	\$28,992
Solano	\$1,349	\$1,664	\$6,465	\$9,478
Sonoma	\$1,949	\$1,891	\$9,160	\$13,000
Totals	\$19,500	\$28,333	\$79,000	\$126,833

[illegible]

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LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be administered by County CMAs

RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).

TE program component (\$7.5 million) is outside of the block grant.

A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the CMAQ program and \$8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2012

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMA	Total Cycle 1
1. REGIONAL PLANNING ACTIVITIES (PL)							
Regional Agency Planning Activities							
ABAG Planning	Region-Wide	ABAG	\$1,786,000		\$1,786,000	\$0	\$1,786,000
BCDC Planning	Region-Wide	BCDC	\$893,000		\$893,000	\$0	\$893,000
MTC Planning	Region-Wide	MTC	\$1,786,000		\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$4,465,000	\$0	\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities							
CMA Planning - Alameda	Alameda	ACTC	\$2,566,000		\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	Contra Costa	CCTA	\$2,029,000		\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	Marin	TAM	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	Napa	NCTPA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867,000		\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840,000		\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	Solano	STA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	Sonoma	SCTA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$18,232,000	\$0	\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$22,697,000	\$0	\$22,697,000	\$0	\$22,697,000
2. REGIONAL OPERATIONS (RO) PROGRAMS							
Regional Operations							
Clipper® Fare Card Collections System	Region-Wide	MTC	\$14,272,000	\$5,500,000	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	Region-Wide	GGBHTD		\$8,900,000	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	Region-Wide	SamTrans	\$228,000		\$228,000	\$0	\$228,000
511 - Traveler Information	Region-Wide	MTC	\$26,700,000	\$7,800,000	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	Region-Wide	MTC		\$2,100,000	\$2,100,000	\$0	\$2,100,000
SUBTOTAL			\$41,200,000	\$24,300,000	\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	Region-Wide	SAFE	\$11,100,000	\$7,300,000	\$18,400,000	\$0	\$18,400,000
SUBTOTAL			\$11,100,000	\$7,300,000	\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS			TOTAL: \$52,300,000	\$31,600,000	\$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)							
Freeway Performance Initiative							
Regional Performance Monitoring	Region-Wide	MTC	\$750,000		\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	Region-Wide	SAFE	\$1,200,000	\$2,858,000	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC		\$3,750,000	\$3,750,000	\$0	\$3,750,000
SUBTOTAL			\$1,950,000	\$6,608,000	\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements							
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans		\$1,557,000	\$1,557,000	\$4,680,000	\$6,237,000
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans		\$2,058,000	\$2,058,000	\$2,629,000	\$4,687,000
FPI - ALA I-580: SJ Co. Line to I-880	Alameda	Caltrans		\$2,920,000	\$2,920,000	\$3,921,000	\$6,841,000
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans		\$3,697,000	\$3,697,000	\$8,209,000	\$11,906,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans		\$5,413,000	\$5,413,000	\$31,000,000	\$36,413,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans		\$4,290,000	\$4,290,000	\$0	\$4,290,000
FPI - SOL I-80: SR 37 to I-505	Santa Clara	Caltrans		\$4,550,000	\$4,550,000	\$23,518,000	\$28,068,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Marin	Caltrans		\$5,000,000	\$5,000,000	\$0	\$5,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Solano	Caltrans		\$7,000,000	\$7,000,000	\$0	\$7,000,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Contra Costa	Caltrans		\$2,500,000	\$2,500,000	\$0	\$2,500,000
FPI - ALA I-880: SCL CO. Line to Davis Street	Alameda	Caltrans		\$3,500,000	\$3,500,000	\$0	\$3,500,000
SUBTOTAL			\$0	\$42,485,000	\$42,485,000	\$73,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$1,950,000	\$49,093,000	\$51,043,000	\$73,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)							
Eastern Solano CMAQ Program							
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Solano	Vacaville		\$810,000	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Solano	Vacaville		\$975,000	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	Solano	STA		\$445,000	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	Solano	STA		\$215,000	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano	Solano County		\$555,000	\$555,000	\$0	\$555,000
SUBTOTAL			\$0	\$3,000,000	\$3,000,000	\$0	\$3,000,000
Public Education/Outreach							
Specific projects TBD by the Commission	Region-Wide	MTC		\$9,300,000	\$9,300,000	\$0	\$9,300,000
Spare the Air	Region-Wide	BAAQMD		\$700,000	\$700,000	\$0	\$700,000
SUBTOTAL			\$0	\$10,000,000	\$10,000,000	\$0	\$10,000,000
Safe Routes To Schools - Regional Competitive							
The BikeMobile: A Bike Repair and Encouragement Vehicle	Alameda	ACTC		\$500,000	\$500,000	\$0	\$500,000
Veneta Valley School SR25 Imps (Green Ways to School Through Social Networking)	Marin	TAM Marin County		\$383,000	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	Region-Wide	ACWMA		\$867,000	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	Solano	STA		\$250,000	\$250,000	\$0	\$250,000
SUBTOTAL			\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County							
Specific projects TBD by CMA							
Alameda County Safe Routes to School Program	Alameda	ACTC	\$400,000	\$1,669,065	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR25)	Alameda	ACE	\$1,150,935		\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Contra Costa	Brentwood		\$432,000	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa	Contra Costa County		\$265,000	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Contra Costa	Danville		\$365,000	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Contra Costa	Orinda		\$166,000	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Contra Costa	Pleasant Hill		\$250,000	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Contra Costa	Pleasant Hill		\$725,000	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Contra Costa	Richmond		\$264,000	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	Marin	TAM		\$475,000	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	Napa	NCTPA		\$315,000	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	San Francisco	SF Dept. of Public Health		\$500,000	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	San Francisco	SFMTA		\$579,000	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	San Mateo	CCAG		\$1,279,000	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Santa Clara	Mountain View	\$150,000	\$500,000	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Santa Clara	Palo Alto		\$528,000	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	Santa Clara	San Jose		\$943,000	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	Santa Clara	San Jose		\$568,000	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara	Santa Clara (City)		\$500,000	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara	Santa Clara County		\$1,000,000	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Solano	Suisun City		\$300,000	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	Solano	STA	\$35,000	\$607,000	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma	Sonoma County	\$150,000	\$884,000	\$1,034,000	\$0	\$1,034,000
SRTS - Alameda	Alameda	TBD			\$0	\$0	\$0
SUBTOTAL			\$1,885,935	\$13,114,065	\$15,000,000	\$0	\$15,000,000
Innovation Grants							
Berkeley Transportation Action Plan (B-TAP)	Alameda	Berkeley		\$2,000,000	\$2,000,000	\$0	\$2,000,000

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

April 25, 2012

Adopted: 10/28/09-C

Revised: 12/16/09-C

07/28/10-C 09/22/10-C

10/27/10-C 02/23/10-C

03/23/11-C 05/25/11-C

06/22/11-C 09/28/11-C

10/26/11-C 01/25/12-C

02/22/12-C 03/28/12-C

04/25/12-C

Project Category and Title			County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1		
Shore Power Initiative					Alameda	Port of Oakland	\$3,000,000	\$3,000,000	\$0	\$3,000,000	
Local Government Electric Vehicle (EV) Fleet Replacement					Region-Wide	Alameda County	\$2,808,000	\$2,808,000	\$0	\$2,808,000	
Bike-sharing Pilot Program					Region-Wide	BAAQMD	\$4,291,000	\$4,291,000	\$0	\$4,291,000	
Cold-In-Place (CIP) Pavement Recycling					Region-Wide	City of Napa	\$2,000,000	\$2,000,000	\$0	\$2,000,000	
Bus Automated Vehicle Locators (AVLS)					Region-Wide	Santa Rosa	\$600,000	\$600,000	\$0	\$600,000	
Dynamic Rideshare					Region-Wide	SCTA	\$1,500,000	\$1,500,000	\$0	\$1,500,000	
eFleet: Electric Vehicle (EV) Car Sharing Electrified					Region-Wide	SFCTA	\$1,700,000	\$1,700,000	\$0	\$1,700,000	
Electric Vehicle Funding Strategies					Region-Wide	TBD	\$2,000,000	\$2,000,000	\$0	\$2,000,000	
Public-Private Partnership TDM					San Francisco	SFCTA	\$750,000	\$750,000	\$0	\$750,000	
SFgo					San Francisco	SFMTA	\$20,000,000	\$20,000,000	\$0	\$20,000,000	
Electric Vehicle (EV) Taxi Corridor					San Francisco	SFMTA	\$6,988,000	\$6,988,000	\$0	\$6,988,000	
TDM Strategies for Redwood City					San Mateo	SamTrans	\$1,487,000	\$1,487,000	\$0	\$1,487,000	
Innovative Bicycle Detection Systems					Santa Clara	San Jose	\$1,500,000	\$1,500,000	\$0	\$1,500,000	
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)					Sonoma	Stewart's Point Rancheria	\$0	\$0	\$376,000	\$376,000	
SUBTOTAL							\$2,000,000	\$48,624,000	\$50,624,000	\$376,000	\$51,000,000
Climate Action Program Evaluation											
Specific projects TBD by the Commission					Region-Wide	MTC	\$0	\$4,000,000	\$4,000,000	\$0	\$4,000,000
SUBTOTAL							\$0	\$4,000,000	\$4,000,000	\$0	\$4,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)						TOTAL:	\$3,885,935	\$80,738,065	\$84,624,000	\$376,000	\$85,000,000

5. REGIONAL BICYCLE PROGRAM (RBP) *

Bike/Ped Program

Specific projects TBD by County CMAs

Bicycle - Alameda - Block Grant RBP Implementation	Alameda	ACTC	\$153,000		\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	Contra Costa	CCTA	\$47,000		\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	Marin	TAM	\$66,000		\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	Napa	NCTPA	\$24,000		\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	San Francisco	SFCTA	\$55,000		\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	San Mateo	SMCCAG	\$70,000		\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	Santa Clara	SCVTA	\$186,000		\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	Solano	STA	\$54,000		\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	Sonoma	SCTA	\$49,000		\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Alameda	Albany		\$1,702,000	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$435,000		\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Alameda	Pleasanton		\$709,000	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Alameda	Union City		\$860,000	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Contra Costa	Concord		\$666,000	\$666,000	\$0	\$666,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Contra Costa	Pittsburg		\$900,000	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Contra Costa	Richmond		\$600,000	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Marin	Larkspur		\$85,000	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Marin	Sausalito		\$88,000	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	Marin	TAM		\$1,410,000	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	Napa	City of Napa		\$170,000	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	Napa	City of Napa		\$200,000	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	Napa	NCTPA		\$211,000	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	San Francisco	SFDPW		\$988,000	\$988,000	\$0	\$988,000
San Francisco - Second Street Streetscape (Complete Streets) (See LSR)	San Francisco	SFDPW	\$0	\$0	\$0	\$0	\$0
San Francisco - Cargo Way Bicycle Improvements	San Francisco	Port of San Francisco		\$185,000	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	San Mateo	Half Moon Bay		\$420,000	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	San Mateo	Redwood City		\$337,000	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	San Mateo	Redwood City		\$256,000	\$256,000	\$0	\$256,000
San Mateo - Crystal Springs Regional Trail	San Mateo	San Mateo County		\$0	\$0	\$0	\$0
South San Francisco - Bicycle Lanes Gap Closure	San Mateo	South San Francisco		\$261,000	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Santa Clara	Campbell		\$424,000	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Santa Clara	Gilroy		\$672,000	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	Santa Clara	San Jose		\$1,250,000	\$1,250,000	\$0	\$1,250,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara	Santa Clara City		\$1,258,000	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara	Santa Clara City		\$1,081,000	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$437,000		\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Solano	Fairfield		\$221,000	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Solano	Suisun City		\$814,000	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Sonoma	Healdsburg	\$876,000		\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Sonoma	Santa Rosa		\$948,000	\$948,000	\$0	\$948,000
Sonoma County - SMART Heam Ave Bike/Ped Trail	Sonoma	Sonoma Co. Reg Parks		\$620,000	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Alameda	Bekeley		\$0	\$1,557,000	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Contra Costa	Lafayette		\$0	\$1,009,000	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin	Marin County		\$0	\$294,000	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Napa	Yountville		\$0	\$183,000	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco	San Francisco MTA		\$0	\$235,000	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco	San Francisco MTA		\$0	\$388,000	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco	San Francisco MTA		\$0	\$174,000	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo	San Mateo County		\$0	\$200,000	\$200,000	\$200,000
Bayshore Bicycle Lane	San Mateo	Brisbane		\$0	\$627,000	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Santa Clara	Gilroy		\$0	\$697,000	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Santa Clara	Los Altos Hills		\$0	\$467,000	\$467,000	\$467,000
Guadalupe River Trail, Tasman Undercrossing (TE)	Santa Clara	San Jose		\$0	\$660,000	\$660,000	\$660,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Solano	Fairfield		\$0	\$400,000	\$400,000	\$400,000
Dixon - West B Street Bike/Ped Undercrossing (TE)	Solano	STA		\$0	\$77,000	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Sonoma	Rohnert Park		\$0	\$581,000	\$581,000	\$581,000
SUBTOTAL			\$2,452,000	\$17,336,000	\$19,788,000	\$7,549,000	\$27,337,000

5. REGIONAL BICYCLE PROGRAM (RBP)

TOTAL: \$2,452,000 \$17,336,000 \$19,788,000 \$7,549,000 \$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *

TLC / Station Area Planning Implementation							
ABAG Station Area Planning Implementation	Region-Wide	ABAG	\$450,000		\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	Region-Wide	MTC	\$762,000		\$762,000	\$0	\$762,000
Station Area Plans							
Central Fremont - City Center	Alameda	Fremont	\$224,000		\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Alameda	Fremont		\$276,000	\$276,000	\$0	\$276,000
Walnut Creek BART	Contra Costa	Walnut Creek	\$450,000		\$450,000	\$0	\$450,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	San Francisco	\$68,000		\$68,000	\$0	\$68,000
San Francisco Market Street (Stewart St. to Octavia Blvd.)	San Francisco	San Francisco	\$300,000		\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	San Mateo	South San Francisco	\$600,000		\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Santa Clara	Sunnyvale	\$450,000		\$450,000	\$0	\$450,000
Unprogrammed Station Area Plans Reserve	Region-Wide	TBD	\$4,815,000		\$4,815,000	\$0	\$4,815,000
Smart Growth Technical Assistance Program	Region-Wide	MTC	\$360,000		\$360,000	\$0	\$360,000
Transit Oriented Development (TOO)							
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	San Francisco	SFMTA		\$10,000,000	\$10,000,000	\$0	\$10,000,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMAI Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2012

Adopted: 10/28/09-C
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07/28/10-C 09/22/10-C
10/27/10-C 02/23/10-C
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06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C
02/22/12-C 03/28/12-C
04/25/12-C

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMAI	Total Cycle 1	
			\$8,755,000	\$10,000,000	\$18,755,000	\$0	\$18,755,000	
Regional Transportation for Livable Communities (TLC) Program								
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	BART		\$860,000	\$860,000	\$0	\$860,000	
Berkeley Downtown BART Plaza and Transit Area Imps	Alameda	BART / Berkeley		\$1,805,000	\$1,805,000	\$0	\$1,805,000	
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	Dublin		\$647,000	\$647,000	\$0	\$647,000	
South Hayward BART / Dixon St Streetscape and Access Imps	Alameda	Hayward		\$1,800,000	\$1,800,000	\$0	\$1,800,000	
Livermore Land Banking/Site Assembly at Chestnut St Site	Alameda	Livermore		\$2,500,000	\$2,500,000	\$0	\$2,500,000	
Oakland Foothill Boulevard Streetscape	Alameda	Oakland	\$2,200,000	\$2,200,000	\$0	\$2,200,000		
San Leandro BART-Downtown Pedestrian Interface Imp	Alameda	San Leandro		\$4,610,000	\$4,610,000	\$0	\$4,610,000	
Union City Intermodal Station East Plaza	Alameda	Union City		\$4,450,000	\$4,450,000	\$0	\$4,450,000	
Richmond Nevin Avenue Imps	Contra Costa	Richmond	\$2,654,000	\$2,654,000	\$0	\$2,654,000		
SF South of Market Alleyways Imp, Phase 2	San Francisco	San Francisco		\$1,381,000	\$1,381,000	\$0	\$1,381,000	
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	San Francisco		\$2,109,000	\$2,109,000	\$0	\$2,109,000	
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	\$2,800,000	\$2,800,000	\$0	\$2,800,000		
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	San Francisco	\$1,120,000	\$1,120,000	\$0	\$1,120,000		
San Carlos East Side Community Transit Connectivity	San Mateo	San Carlos		\$2,221,000	\$2,221,000	\$0	\$2,221,000	
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	San Mateo		\$605,000	\$605,000	\$0	\$605,000	
San Jose The Alameda - A Plan for The Beautiful Way	Santa Clara	San Jose	\$3,132,000	\$3,132,000	\$0	\$3,132,000		
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	Santa Clara	San Jose	\$1,425,000	\$1,425,000	\$0	\$1,425,000		
San Jose San Carlos Multimodal Streetscape - Phase II	Santa Clara	San Jose	\$2,024,000	\$2,024,000	\$0	\$2,024,000		
Vallejo Downtown Streetscape Phase 3	Solano	Vallejo		\$400,000	\$400,000	\$0	\$400,000	
Cotati Train Depot	Sonoma	Cotati		\$1,516,000	\$1,516,000	\$0	\$1,516,000	
Petaluma Boulevard South Road Diet	Sonoma	Petaluma		\$708,000	\$708,000	\$0	\$708,000	
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Sonoma	Santa Rosa		\$1,045,000	\$1,045,000	\$0	\$1,045,000	
SUBTOTAL			\$15,355,000	\$26,657,000	\$42,012,000	\$0	\$42,012,000	
County Transportation for Livable Communities (TLC) Program								
<i>Specific projects TBD by CMAs</i>								
County TLC - Alameda - Block Grant TLC Implementation	Alameda	ACTC	\$238,000		\$238,000	\$0	\$238,000	
County TLC - Contra Costa - Block Grant TLC Implementation	Contra Costa	CCTA	\$83,000		\$83,000	\$0	\$83,000	
County TLC - Marin - Block Grant TLC Implementation	Marin	TAM	\$40,000		\$40,000	\$0	\$40,000	
County TLC - Napa - Block Grant TLC Implementation	Napa	NCTPA	\$22,000		\$22,000	\$0	\$22,000	
County TLC - San Francisco - Block Grant TLC Implementation	San Francisco	SFCTA	\$125,000		\$125,000	\$0	\$125,000	
County TLC - San Mateo - Block Grant TLC Implementation	San Mateo	SMCCAG	\$115,000		\$115,000	\$0	\$115,000	
County TLC - Santa Clara - Block Grant TLC Implementation	Santa Clara	SCVTA	\$285,000		\$285,000	\$0	\$285,000	
County TLC - Solano - Block Grant TLC Implementation	Solano	STA	\$67,000		\$67,000	\$0	\$67,000	
County TLC - Sonoma - Block Grant TLC Implementation	Sonoma	SCTA	\$47,000		\$47,000	\$0	\$47,000	
BART - MacArthur Station Entry Plaza Renovation	Alameda	BART		\$625,000	\$625,000	\$0	\$625,000	
Fremont - Midtown Catalyst Project	Alameda	Fremont		\$1,600,000	\$1,600,000	\$0	\$1,600,000	
Livermore - Downtown Livermore Iron Horse Trail	Alameda	Livermore		\$1,566,000	\$1,566,000	\$0	\$1,566,000	
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Alameda	Livermore		\$176,000	\$176,000	\$0	\$176,000	
Oakland - MacArthur Blvd Streetscape	Alameda	Oakland		\$1,700,000	\$1,700,000	\$0	\$1,700,000	
El Cerrito - Central Ave & Liberty St Streetscape	Contra Costa	El Cerrito		\$816,000	\$816,000	\$0	\$816,000	
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Contra Costa	Lafayette		\$1,690,000	\$1,690,000	\$0	\$1,690,000	
Richmond - Nevin Avenue Improvements	Contra Costa	Richmond		\$1,217,000	\$1,217,000	\$0	\$1,217,000	
Marin County - Various Bicycle/Ped Improvements	Marin	Marin County		\$970,000	\$970,000	\$0	\$970,000	
American Canyon - PDA Development Plan	Napa	American Canyon	\$318,000		\$318,000	\$0	\$318,000	
American Canyon - Theresa Avenue Sidewalk Imps, Phase II	Napa	American Canyon		\$200,000	\$200,000	\$0	\$200,000	
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFDPW	\$1,065,000		\$1,065,000	\$0	\$1,065,000	
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco		\$948,000	\$948,000	\$0	\$948,000	
~~San Francisco - Second Street Streetscape Phase I (See LSR)~~	~~San Francisco~~	~~SFDPW~~	~~\$0~~	~~\$0~~	~~\$0~~	~~\$0~~	~~\$0~~	
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFDPW	\$1,104,000		\$1,104,000	\$0	\$1,104,000	
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	San Mateo	Burlingame		\$301,000	\$301,000	\$0	\$301,000	
Daly City - Citywide Accessibility Improvements	San Mateo	Daly City		\$420,000	\$420,000	\$0	\$420,000	
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	San Mateo	Millbrae		\$355,000	\$355,000	\$0	\$355,000	
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Mateo	San Bruno		\$263,000	\$263,000	\$0	\$263,000	
San Bruno - Street Medians and Grand Boulevard Imps	San Mateo	San Bruno		\$654,000	\$654,000	\$0	\$654,000	
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	San Mateo		\$503,000	\$503,000	\$0	\$503,000	
Campbell - Winchester Blvd Streetscape Phase II	Santa Clara	Campbell		\$1,500,000	\$1,500,000	\$0	\$1,500,000	
Milpitas - Abel Street Pedestrian Improvements	Santa Clara	Milpitas		\$788,000	\$788,000	\$0	\$788,000	
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara	Santa Clara VTA	\$1,100,000		\$1,100,000	\$0	\$1,100,000	
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara	Santa Clara Co.		\$500,000	\$500,000	\$0	\$500,000	
Saratoga - Saratoga Village Ped Enhancement Phase 2	Santa Clara	Saratoga		\$1,161,000	\$1,161,000	\$0	\$1,161,000	
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$523,000		\$523,000	\$0	\$523,000	
Sunnyvale - Downtown Streetscape	Santa Clara	Sunnyvale		\$594,000	\$594,000	\$0	\$594,000	
Vallejo - Streetscapes Improvements	Solano	Vallejo		\$1,277,000	\$1,277,000	\$0	\$1,277,000	
Cotati - Downtown Streetscape	Sonoma	Cotati		\$1,100,000	\$1,100,000	\$0	\$1,100,000	
Santa Rosa - Streetscape Palettes	Sonoma	Santa Rosa		\$200,000	\$200,000	\$0	\$200,000	
SUBTOTAL			\$5,132,000	\$21,124,000	\$26,256,000	\$0	\$26,256,000	
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)			TOTAL: \$29,242,000	\$57,781,000	\$68,268,000	\$0	\$68,268,000	
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.								
7. LOCAL STREETS AND ROADS (LSR)								
Pavement Technical Advisory Program (PTAP)		Region-Wide	MTC	\$4,500,000		\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)		Region-Wide	MTC	\$1,500,000		\$1,500,000	\$0	\$1,500,000
SUBTOTAL			\$6,000,000	\$0	\$6,000,000	\$0	\$6,000,000	
Federal Aid Secondary (FAS) Commitment *								
<i>Specific projects TBD by Counties</i>								
Alameda County - Rural Roads Pavement Rehabilitation	Alameda	Alameda County	\$2,135,000		\$2,135,000	\$0	\$2,135,000	
Contra Costa - Kirker Pass Road Overlay	Contra Costa	Contra Costa County	\$1,611,000		\$1,611,000	\$0	\$1,611,000	
Marin County - Novato Boulevard Resurfacing	Marin	Marin County	\$1,006,000		\$1,006,000	\$0	\$1,006,000	
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$312,000		\$312,000	\$0	\$312,000	
Napa County - Various Streets Rehabilitation	Napa	Napa County	\$1,114,000		\$1,114,000	\$0	\$1,114,000	
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo	San Mateo County	\$1,070,000		\$1,070,000	\$0	\$1,070,000	
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$2,041,000		\$2,041,000	\$0	\$2,041,000	
Solano County - Pavement Overlay Program	Solano	Solano County	\$1,807,000		\$1,807,000	\$0	\$1,807,000	
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma	Sonoma County	\$3,917,000		\$3,917,000	\$0	\$3,917,000	
SUBTOTAL			\$15,013,000	\$0	\$15,013,000	\$0	\$15,013,000	
Local Streets and Roads (LSR) Rehabilitation **								
<i>Specific projects TBD by CMAs</i>								
LSR Rehab - Alameda - Block Grant LSR Implementation	Alameda	ACTC	\$662,000		\$662,000	\$0	\$662,000	
LSR Rehab - Contra Costa - Block Grant LSR Implementation	Contra Costa	CCTA	\$215,000		\$215,000	\$0	\$215,000	
LSR Rehab - Marin - Block Grant LSR Implementation	Marin	TAM	\$97,000		\$97,000	\$0	\$97,000	
LSR Rehab - Napa - Block Grant LSR Implementation	Napa	NCTPA	\$75,000		\$75,000	\$0	\$75,000	
LSR Rehab - San Francisco - Block Grant LSR Implementation	San Francisco	SFCTA	\$310,000		\$310,000	\$0	\$310,000	
LSR Rehab - San Mateo - Block Grant LSR Implementation	San Mateo	SMCCAG	\$272,000		\$272,000	\$0	\$272,000	
LSR Rehab - Santa Clara - Block Grant LSR Implementation	Santa Clara	SCVTA	\$689,000		\$689,000	\$0	\$689,000	
LSR Rehab - Solano - Block Grant LSR Implementation	Solano	STA	\$259,000		\$259,000	\$0	\$259,000	
LSR Rehab - Sonoma - Block Grant LSR Implementation	Sonoma	SCTA	\$229,000		\$229,000	\$0	\$229,000	
Alameda - Otis Drive Reconstruction	Alameda	Alameda (City)	\$837,000		\$837,000	\$0	\$837,000	
Alameda County - Central County Pavement Rehabilitation	Alameda	Alameda County	\$1,121,000		\$1,121,000	\$0	\$1,121,000	
Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	\$117,000		\$117,000	\$0	\$117,000	
Berkeley - Sacramento Street Rehabilitation	Alameda	Berkeley	\$955,000		\$955,000	\$0	\$955,000	
Dublin - Citywide Street Resurfacing	Alameda	Dublin	\$547,000		\$547,000	\$0	\$547,000	
Fremont - Various Streets Pavement Rehabilitation	Alameda	Fremont	\$2,706,550		\$2,706,550	\$0	\$2,706,550	

METROPOLITAN TRANSPORTATION COMMISSION
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STP/CMAQ/TE/RTIP/CMAI Funding **

MTC Resolution 3925

Project List****

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 10/26/11-C 01/25/12-C
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Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMAI	Total Cycle 1
Fremont - Osgood Road Rehabilitation	Alameda	Fremont	\$431,450		\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Alameda	Hayward	\$1,336,000		\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Alameda	Livermore	\$1,028,000		\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Alameda	Newark	\$682,000		\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$3,617,000		\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Alameda	Pleasanton	\$876,000		\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	Alameda	San Leandro	\$807,000		\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Alameda	Union City	\$861,000		\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Contra Costa	Antioch	\$1,907,000		\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Contra Costa	Brentwood	\$823,000		\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Contra Costa	Concord	\$2,147,000		\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa	Contra Costa County	\$2,121,000		\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Contra Costa	Pittsburg	\$848,000		\$848,000	\$0	\$848,000
Richmond - Dorman Drive/Garrard Blvd Tunnel Rehabilitation	Contra Costa	Richmond	\$500,000		\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	Contra Costa	San Ramon	\$825,000		\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Contra Costa	Walnut Creek	\$1,856,000		\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin	Marin County	\$1,196,000		\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Marin	Mill Valley	\$123,000		\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	Marin	San Rafael	\$1,019,000		\$1,019,000	\$0	\$1,019,000
American Canyon - West American Canyon Road Rehabilitation	Napa	American Canyon	\$0		\$0	\$0	\$0
Napa - Linda Vista Pavement Overlay	Napa	City of Napa	\$654,000		\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	Napa	City of Napa	\$625,000		\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$526,000		\$526,000	\$0	\$526,000
San Francisco - Solismo Streetscape (Complete Streets)	San Francisco	SFPDPW	\$3,200,000		\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfoa Signal Rehabilitation	San Francisco	SFPDPW	\$530,000		\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFPDPW	\$350,000		\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	San Francisco	SFPDPW	\$3,368,000		\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	San Mateo	Burlingame	\$308,000		\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	San Mateo	Daly City	\$1,058,000		\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	San Mateo	Menlo Park	\$385,000		\$385,000	\$0	\$385,000
Pacific - Various Streets Pavement Rehabilitation	San Mateo	Pacific	\$383,000		\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	San Mateo	Redwood City	\$946,000		\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Mateo	San Bruno	\$398,000		\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Mateo	San Carlos	\$319,000		\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo (City)	\$1,255,000		\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo	San Mateo County	\$1,416,000		\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	San Mateo	So. San Francisco	\$712,000		\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Santa Clara	Campbell	\$500,000		\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Santa Clara	Cupertino	\$500,000		\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Santa Clara	Gilroy	\$614,000		\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Santa Clara	Los Altos	\$259,000		\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Santa Clara	Los Gatos	\$500,000		\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Santa Clara	Mountain View	\$530,000		\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Santa Clara	Palo Alto	\$549,000		\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	Santa Clara	San Jose	\$7,987,000		\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara	Santa Clara (City)	\$1,163,000		\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$1,157,000		\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara	Santa Clara County	\$530,000		\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Santa Clara	Saratoga	\$500,000		\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Santa Clara	Sunnyvale	\$638,000		\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$1,117,000		\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Solano	Benicia	\$371,000		\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Solano	Fairfield	\$1,370,000		\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano	Solano County	\$1,689,000		\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Solano	Suisun City	\$437,000		\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Solano	Vacaville	\$1,324,000		\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Solano	Vallejo	\$1,595,000		\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Sonoma	Petaluma	\$1,036,000		\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Sonoma	Rohnert Park	\$563,000		\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Sonoma	Santa Rosa	\$2,072,000		\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma	Sonoma Co. TPW	\$4,912,000		\$4,912,000	\$0	\$4,912,000
Windsor - Hemtree Lane Resurfacing	Sonoma	Windsor	\$348,000		\$348,000	\$0	\$348,000
SUBTOTAL			\$80,789,000	\$0	\$80,789,000	\$0	\$80,789,000

7. LOCAL STREETS AND ROADS (LSR)

TOTAL: \$101,802,000 \$0 \$101,802,000 \$0 \$101,802,000

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that:

An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.

The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.

** NOTE: Local Streets and Roads Rehab administered by County CMAAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)

Richmond Rail Connector	Contra Costa	TBD		\$8,000,000	\$8,000,000	\$0	\$8,000,000
SCL I-280 I/C Improvements	Santa Clara	VTA	\$1,000,000		\$1,000,000	\$31,000,000	\$32,000,000
Doyle Drive/Presidio Parkway *****	San Francisco	SFCTA	\$34,000,000		\$34,000,000	\$0	\$34,000,000
GG8H&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	Marin	GG8H&TD	\$5,000,000		\$5,000,000	\$0	\$5,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$19,288,913		\$19,288,913	\$0	\$19,288,913
Small/Northbay Operators (Transit Payback Commitment)	Various	Various	\$2,691,476		\$2,691,476	\$0	\$2,691,476
<i>Specific projects TBD by Small/Northbay operators</i>	<i>Various</i>	<i>Various</i>			\$0	\$0	\$0
SUBTOTAL			\$61,980,389	\$8,000,000	\$69,980,389	\$31,000,000	\$100,980,389

8. REGIONAL STRATEGIC INVESTMENTS (RSI)

TOTAL: \$61,980,389 \$8,000,000 \$69,980,389 \$31,000,000 \$100,980,389

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)**Transit Payback Commitment: Lifeline Transportation Program**

Specific projects TBD by CMAAs per MTC Resolution 4033

Lifeline - Alameda	Alameda	ACTC	\$2,130,539		\$2,130,539	\$0	\$2,130,539
Lifeline - Contra Costa	Contra Costa	CCTA	\$1,203,291		\$1,203,291	\$0	\$1,203,291
Lifeline - Marin	Marin	TAM	\$233,728		\$233,728	\$0	\$233,728
Lifeline - Napa	Napa	INCTPA	\$196,794		\$196,794	\$0	\$196,794
Lifeline - San Francisco	San Francisco	SFCTA	\$1,175,104		\$1,175,104	\$0	\$1,175,104
Lifeline - San Mateo	San Mateo	SMCCAG	\$679,848		\$679,848	\$0	\$679,848
Lifeline - Santa Clara	Santa Clara	SCVTA	\$2,127,977		\$2,127,977	\$0	\$2,127,977
Lifeline - Solano	Solano	STA	\$521,368		\$521,368	\$0	\$521,368
Lifeline - Sonoma	Sonoma	SCTA	\$702,937		\$702,937	\$0	\$702,937
SUBTOTAL			\$8,971,586	\$0	\$8,971,586	\$0	\$8,971,586

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)

TOTAL: \$8,971,586 \$0 \$8,971,586 \$0 \$8,971,586

First Cycle Total

\$285,280,910 \$244,548,065 \$529,828,975 \$112,882,000 \$642,710,975

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 392S
Project List***
Attachment B
April 25, 2012

MTC Resolution No. 392S, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C
 02/22/12-C 03/28/12-C
 04/25/12-C

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
			12	280,911	292,911	0	292,911

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.

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APPENDIX A – 18

Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 2, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 4035



Date: May 17, 2012
W.I.: 1512
Referred by: Planning

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

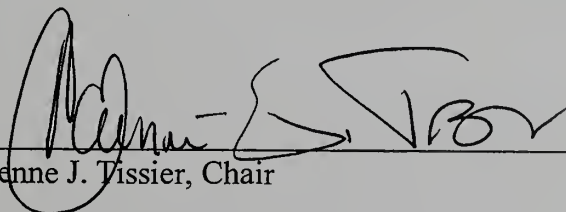
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012
W.I.: 1512
Referred by: Planning

Attachment A
Resolution No. 4035

**Cycle 2 Program
Project Selection Criteria and
Programming Policy**

**For
FY 2012-13, FY 2013-14,
FY 2014-15 and FY 2015-16**

Cycle 2 Program Policy and Programming

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Appendix A-2	Cycle 2 Planning Activities
Appendix A-3	Safe Routes to School County Fund Distribution
Appendix A-4	OBAG County Fund Distribution
Appendix A-5	OBAG Call for Projects Guidance
Appendix A-6	PDA Investment and Growth Strategy

BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5.

Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Activities

Funding in this regional program implements the following three regional programs:

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

PDA Planning Assistance: Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities
- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
 - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:
http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

May 17, 2012
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Cycle 2 Regional and County Programs FY 2012-13 through FY 2015-16 May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\trmp-4035_OBAG\trmp-4035_Appendices to Att-A.xlsx\A-1 Cycle 2 Funding		40%

Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

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Regional Agency Planning

Regional Agency		Cycle 2 Regional Agency Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

Appendix A-3

Cycle 2

Safe Routes to School County Distribution FY 2012-13 through FY 2015-16 May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

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* From California Department of Education for FY 2010-11

Appendix A-4

May 17, 2012
Appendix A-4
MTC Resolution No. 4035
Page 1 of 1

Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 May 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
Total:	\$320,000,000		\$212,179,000	\$107,821,000

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OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, "just cause eviction" policies, policies or investments that preserve existing deed-restricted or "naturally" affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
FPI - Specific projects TBD by Commission	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
Specific projects TBD by Commission	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD)					
Specific projects TBD by Commission	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<i>Specific projects TBD by CMA's</i>					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
<i>Specific projects TBD by Commission</i>					
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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**Cycle 2
OBAG Project List
FY 2012-13 through FY 2015-16
May 2012**

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING				
ALAMEDA COUNTY				
Specific projects TBD by Alameda CMA	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
Specific projects TBD by Contra Costa CMA	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
Specific projects TBD by Marin CMA	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
Specific projects TBD by Napa	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
Specific projects TBD by San Francisco CMA	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
Specific projects TBD by San Mateo CMA	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
Specific projects TBD by Santa Clara CMA	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
Specific projects TBD by Solano CMA	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
Specific projects TBD by Sonoma CMA	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000

Cycle 2 Total

TOTAL: \$1,343,440,000

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APPENDIX A – 19

Specific Funding Programs

**MTC's Lifeline Transportation Third Cycle Program of
Projects for FY2011 through FY2013**

MTC Resolution No. 4053



Date: May 23, 2012
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4053

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects -
FY2011-2013

Further discussion of this action is contained in the Programming and Allocations Committee summary sheet dated May 9, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

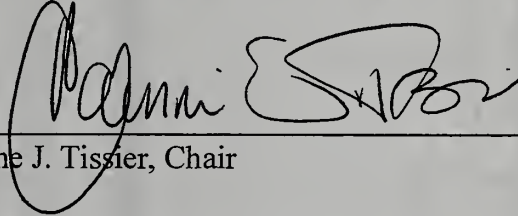
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Adrienne J. Tissier", is written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	IB	STA (95%)	Fund Source STA (5% Conting.)	JARC	STP	TOTAL Lifeline Funding	Notes
Alameda County										
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910					240,910	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000					52,000	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directions. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations	3,545,360					3,545,360	
4	San Leandro BART Station Terminus	AC Transit	Make street and BART station geometric improvements, add bus shelters, and real-time signage at the San Leandro BART Station.	2,703,487					2,703,487	
				County Bid Target						
				Proposed Programming		5,094,237	2,177,386	2,130,539		
				Unprogrammed Balance		6,541,757	-	-		
				N/A*		5,094,237	2,177,386	2,130,539		
				N/A*		268,118	-	-		

Contra Costa County										
1	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000					1,500,000	
2	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information	400,000					400,000	
3	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000					400,000	
5	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Molavita Manor communities.	147,335					147,335	
6	Replacement Buses	County Connection	Four (4) 40-foot diesel buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534					484,534	
7	Contra Costa College Transit Center Improvements	AC Transit	Pavement and shelter improvements at Contra Costa College Transit Center.	160,000					160,000	
8	Park & Ride Facility	Tra Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019					327,019	
				County Bid Target						
				Proposed Programming		2,877,137	1,229,748	1,203,291		
				Unprogrammed Balance		3,418,888	-	-		
				N/A*		2,877,137	1,229,748	1,203,291		
				N/A*		151,428	-	-		

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	IB	STA (95%)	Fund Source STA (5% Conting.)	JARC	STP	TOTAL Lifeline Funding	Notes
Marin County										
1	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000					985,000	
2	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information, dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729					492,729	
				County Bid Target	558,857	29,414	238,867	233,728		
				Proposed Programming	-	-	-	-		
				Unprogrammed Balance	558,857	29,414	238,867	233,728		
Napa County										
1	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000					192,000	
2	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000					192,000	
3	Napa Valley College Northbound Shelter	NCTPA	Create a shelter to serve VINE routes heading northbound along James Diemer Drive. Currently northbound and southbound buses use the same stop located on the west side of the street. The northbound stop will create more convenient loading and offloading of passengers, an easier route to negotiate for the drivers, and improve the on-time performance of the VINE routes serving the college.	213,647					213,647	
				County Bid Target	470,545	24,766	-	196,794		
				Proposed Programming	-	-	-	-		
				Unprogrammed Balance	470,545	24,766	-	196,794		

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	IB	STA (95%)	Fund Source STA (5% Conting.)	JARC	STP	TOTAL Lifeline Funding	Notes
San Francisco County										
1	Mission Mobility Maximization	Muni (SFMTA)	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMum), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras. Requested \$2,413,350.							(a)
2	8X Mobility Maximization	Muni (SFMTA)	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, pre-payment fare collection technology, information panel and transit arrival prediction signs (NextMum), vehicle branding, enhanced stop identification, and Transit Only Lane Enforcement Cameras. Requested \$9,310,080.							(a)
3	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-475 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650					2,143,650	
				N/A*	2,809,739	147,881	1,200,942	1,175,104		
				2,143,650	-	-	-	-		
				N/A*	2,809,739	147,881	1,200,942	1,175,104		
San Mateo County										
1	Replacement Fixed Route Vehicles	SanTrans	Replace a portion of the 1998 40-foot Gilling Bus Fleet. The 1998 Gilling fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	2,272,697					2,272,697	
2	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000					32,000	
				N/A*	1,625,555	85,556	694,796	679,848		
				2,304,697	-	-	-	-		
				N/A*	1,625,555	85,556	694,796	679,848		

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	IB	STA (95%)	Fund Source STA (5% Conting.)	JARC	STP	TOTAL Lifeline Funding	Notes
Santa Clara County										
1	Alum Rock Rapid Transit Bus Purchase	MTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders. Requested \$0,186,049	N/A*	5,088,113	267,795	1,781,689	2,127,977	-	(2)
			County Bid Target							
			Proposed Programming							
			Unprogrammed Balance	9,186,049	5,088,113	267,795	1,781,689	2,127,977		
Solano County										
1	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328					547,328	
2	Inter-city Bus Replacement	SoTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000					1,000,000	
			County Bid Target							
			Proposed Programming	1,547,328	1,246,620	65,612	-	521,368		
			Unprogrammed Balance	1,547,328	1,246,620	65,612	-	521,368		
Sonoma County										
1	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734					76,734	
2	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194					1,268,194	
3	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters.	200,000					200,000	
4	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864					393,864	
			County Bid Target							
			Proposed Programming	1,938,792	1,680,761	88,461	405,987	702,937		
			Unprogrammed Balance	1,938,792	1,680,761	88,461	405,987	702,937		

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	IB	STA (95%)	Fund Source STA (5% Conting.)	JARC	STP	TOTAL Lifeline Funding	Notes
Multi-County & Regional Projects										
1	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000					100,000	
2	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired	500,000					500,000	
3	Diesel-Electric Hybrid Articulated Buses for Rapid Service	AC Transit	Purchase thirty-nine (39) 60-foot diesel-electric hybrid articulated buses for rapid service.	5,040,000					5,040,000	
4	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	950,000	50,000	-	-	1,000,000	
5	Administration, Planning & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration, planning and technical assistance.				406,811		406,811	
				N/A*	950,000	50,000	406,811	-		
				5,640,000	950,000	50,000	406,811	-		
				N/A*	-	-	-	-		
Regional Grand Totals										
Lifeline Program Revenue Sources				46,519,967	22,401,564	1,179,030	8,136,226	8,971,586	87,208,373	
Total Proposed Programming				25,610,488	950,000	50,000	406,811	-	27,017,299	
Unprogrammed Balance				20,909,479	21,451,564	1,129,030	7,729,415	8,971,586	60,191,074	

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(a) SFMTA's and VTA's Proposition 1B projects are recommended for deferral (not programming) pending resolution of youth/low income fare funding discussions. Additionally, SFMTA board approval and CMA concurrence for SFMTA projects are expected in May or June 2012. MTC approval is contingent on receiving these board approvals.

APPENDIX A – 20

Specific Funding Programs

**MTC's Job Access and Reverse Commute (JARC)-Funded
Mobility Management Program of Projects**

MTC Resolution No. 4052



Date: May 23, 2012
W.I.: 1311
Referred by: PAC

ABSTRACT
Resolution No. 4052

This resolution adopts the Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects.

The following attachment is provided with this resolution:

Attachment A Job Access and Reverse Commute (JARC)-Funded Mobility
Management Program of Projects

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated May 9, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

Re: Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4052

WHEREAS, Title 49 United States Code (U.S.C.) Section 5316 (49 U.S.C. 5316) authorizes and sets forth the provisions for the Job Access and Reverse Commute program, which makes grants to recipients for access to jobs and reverse commute projects carried out by the recipient or a subrecipient.

WHEREAS, 49 U.S.C. §5316(c) apportions Job Access and Reverse Commute funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5316(d) requires designated recipients of Job Access and Reverse Commute funds to conduct a competitive process to award grants to subrecipients; and

WHEREAS, pursuant to California Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the Job Access and Reverse Commute funds, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4042, which sets forth MTC's Program Guidelines for the Job Access and Reverse Commute-Funded Mobility Management Program; and

WHEREAS, MTC conducted the competitive selection processes for the Job Access and Reverse Commute large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

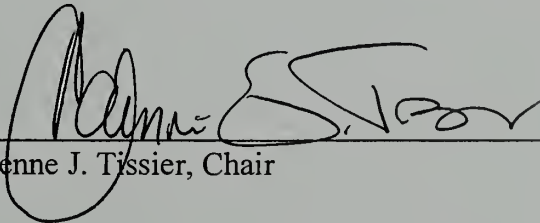
RESOLVED, that MTC adopts the Job Access and Reverse Commute-Funded Mobility Management Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the Job Access and Reverse Commute funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION


A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 4052
Page 1 of 1

**JOB ACCESS AND REVERSE COMMUTE-FUNDED MOBILITY MANAGEMENT PROGRAM
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	Outreach & Escort, Inc.	Together We Ride – Mobility Management Center	Project is a combination of technology and mobility management best practices designed to improve access to transportation resource information for the region and increase opportunities for employment transportation coordination. Project will make available technologies and service models developed by Outreach to achieve these goals.	\$471,323	\$377,058
2	Marin Transit	Mobility Management Technology "Backbone" Project	Building upon Marin Transit's Access Mobility Management Center, this project would develop an overall systems approach to Marin's mobility management technology needs, and provide seed funding for the creation of comprehensive technology functions to facilitate the coordination of transportation for low-income residents. The Project will include a targeted marketing program focus on gaining the participation of those organizations that serve the employment related needs of the unemployed and under-employed.	\$375,000	\$300,000
Total				\$846,323	\$677,058

APPENDIX A – 21

Specific Funding Programs

**Project Priorities for the FY2009-10 and FY2010-11
FTA Elderly and Persons with Disabilities Program
(Section 5310)**

MTC Resolution No. 4005



Date: April 27, 2011
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4005

This resolution adopts program priorities for the FY 2009-10 and FY 2010-11 Federal Transit Administration (FTA) Transportation for Elderly Persons and Persons with Disabilities Program (49 U.S.C. Section 5310), as listed in Attachment B, and directs that the recommendations be submitted to Caltrans and the California Transportation Commission (CTC) with the request that the projects be considered for funding and incorporated in the statewide Program of Projects submitted to the Federal Transit Administration.

Further discussion of this action is contained in the MTC Programming and Allocations Summary dated April 13, 2011.

Date: April 27, 2011
W.I.: 1512
Referred By: PAC

Re: FY 2009-10 and FY 2010-11 FTA Transportation for Elderly Persons and Persons with Disabilities Program Recommendations for the San Francisco Bay Area Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4005

WHEREAS, Title 49 U.S.C. 5310 authorizes grants to private non-profit organizations and certain public entities for public transportation capital projects to meet the special needs of elderly individuals and individuals with disabilities; and

WHEREAS, the California Transportation Commission (CTC) must consider all project applications received within the state prior to submittal to the Federal Transit Administration (FTA) for funding approval; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et seq.; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing and scoring projects submitted by applicants in the MTC region and for making recommendations concerning their suitability for funding; these recommendations are to be considered by the CTC in its preparation of the statewide Program of Projects; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for establishing a public participation plan and a Local Level Appeals Process for the applicants; and

WHEREAS, MTC Resolution No. 468 states that "MTC shall not endorse a federal or state transportation grant request by private non-profit, or paratransit operators, including claimants under the FTA Elderly and Persons with Disabilities Program, unless the claimant shows to the satisfaction of the MTC evidence of willingness to participate in a countywide Paratransit Coordinating Council (PCC)"; now, therefore, be it

RESOLVED, that MTC has followed the Elderly and Persons with Disabilities Program Application Evaluation Process set forth in Attachment A, attached hereto and incorporated herein as though set forth in full; and, be it further

RESOLVED, that MTC has notified and involved interested members of the public in the selection and ranking of FTA Elderly and Persons with Disabilities Program projects; and, be it further

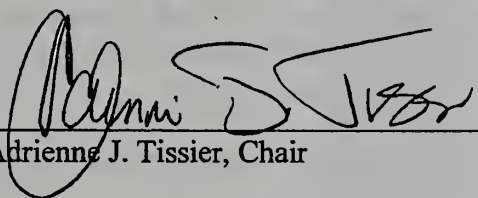
RESOLVED, that, based on the outcome of such process, MTC endorses the project priorities and conditions as listed on Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit these recommendations to the CTC, with the request that they be fully considered and incorporated by the CTC in its preparation of the statewide program of projects to be submitted to FTA for funding under the Elderly and Persons with Disabilities Program; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county PCC which has participated in the FTA Elderly and Persons with Disabilities Program Project Review Process, and to other organizations as shall be appropriate; and, be it further

RESOLVED, that MTC will amend its Transportation Improvement Program (TIP) when appropriate to incorporate those projects approved at the state level.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on April 27, 2011.

Date: April 27, 2011
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4005
Page 1 of 1

**FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program
MTC's FY 2009-10 and FY 2010-11 Application Evaluation Process**

1. MTC notified prospective applicants of the statewide Call for Projects. Outreach activities included: 1) an email to prospective applicants, 2) a postcard to prospective applicants, 3) an announcement on the MTC website, 4) a presentation to the Partnership Accessibility Committee, and 5) local outreach conducted by the nine county Paratransit Coordinating Councils (PCCs).
2. Each eligible project request received was evaluated using the statewide criteria, which were developed by the California Transportation Commission (CTC). The evaluation criteria are divided into the following categories: 1) ability of applicant, 2) coordination planning, 3) utilization of existing or proposed equipment, and 4) service effectiveness.
3. MTC, as the Regional Transportation Planning Agency, convened the nine county Paratransit Coordinating Councils (PCCs) to lead each county-wide evaluation process. Each county PCC assembled a Local Review Committee (LRC) to evaluate and score the applications submitted for funding under the FTA Section 5310 program. The composition of the county teams was determined entirely by each PCC. Applicants for projects that were deemed ineligible by the LRC were notified by the county PCC.
4. MTC staff reviewed each application to determine that the proposed project was derived from MTC's Coordinated Public Transit – Human Services Transportation Plan: Elderly and Disabled Component, and also independently evaluated the applications to make sure that the same standards were applied throughout the region in areas where some discretion was allowed.
5. The LRC's scores were transmitted to MTC staff. Discrepancies between the LRC's and MTC staff's scores were discussed and resolved. MTC staff notified each applicant and the PCCs of the scores and the local appeal process.
6. MTC staff with representatives from county PCCs met in an open forum format to hear and resolve applicant appeals (if any).
7. MTC staff compiled all scores for the region and developed a regional priority listing. MTC staff will present the final recommendations to the Commission for adoption. Once adopted, the final list will be transmitted to Caltrans and CTC for funding consideration.

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

NO.	APPLICANT	PROJECT	TYPE ¹	VIN ²	QTY ³	PROJECT SCORE	TOTAL COST	FEDERAL PORTION ⁴	COUNTY
1	Outreach & Escort, Inc. (2010)	Minivan	R	48002		98	\$44,000	\$38,953	Santa Clara
2	Outreach & Escort, Inc. (2010)	Minivan	R	45165		98	\$44,000	\$38,953	Santa Clara
3	Outreach & Escort, Inc. (2010)	Minivan	R	37826		98	\$44,000	\$38,953	Santa Clara
4	Outreach & Escort, Inc. (2010)	Minivan	R	33707		98	\$44,000	\$38,953	Santa Clara
5	Outreach & Escort, Inc. (2010)	Minivan	R	36347		98	\$44,000	\$38,953	Santa Clara
6	Outreach & Escort, Inc. (2010)	Minivan	R	35820		98	\$44,000	\$38,953	Santa Clara
7	Outreach & Escort, Inc. (2010)	Minivan	R	40330		98	\$44,000	\$38,953	Santa Clara
8	Outreach & Escort, Inc. (2010)	Minivan	R	34176		98	\$44,000	\$38,953	Santa Clara
9	Outreach & Escort, Inc. (2010)	Minivan	R	28027		98	\$44,000	\$38,953	Santa Clara
10	Outreach & Escort, Inc. (2010)	Minivan	R	43652		98	\$44,000	\$38,953	Santa Clara
11	Outreach & Escort, Inc. (2010)	Minivan	R	43899		98	\$44,000	\$38,953	Santa Clara
12	Outreach & Escort, Inc. (2010)	Minivan	R	48342		98	\$44,000	\$38,953	Santa Clara
13	Outreach & Escort, Inc. (2010)	Minivan	R	40883		98	\$44,000	\$38,953	Santa Clara
14	Outreach & Escort, Inc. (2010)	Radios	OE	-	13	98	\$13,000	\$11,509	Santa Clara
15	Outreach & Escort, Inc. (2010)	Base Station	OE	-	1	98	\$2,500	\$2,213	Santa Clara
16	Outreach & Escort, Inc. (2011)	Minivan	R	47186		98	\$44,000	\$38,953	Santa Clara
17	Outreach & Escort, Inc. (2011)	Minivan	R	44024		98	\$44,000	\$38,953	Santa Clara
18	Outreach & Escort, Inc. (2011)	Minivan	R	43076		98	\$44,000	\$38,953	Santa Clara
19	Outreach & Escort, Inc. (2011)	Minivan	R	43853		98	\$44,000	\$38,953	Santa Clara
20	Outreach & Escort, Inc. (2011)	Minivan	R	33814		98	\$44,000	\$38,953	Santa Clara
21	Outreach & Escort, Inc. (2011)	Minivan	R	35866		98	\$44,000	\$38,953	Santa Clara
22	Outreach & Escort, Inc. (2011)	Minivan	R	34235		98	\$44,000	\$38,953	Santa Clara
23	Outreach & Escort, Inc. (2011)	Minivan	R	34031		98	\$44,000	\$38,953	Santa Clara
24	Outreach & Escort, Inc. (2011)	Minivan	R	28549		98	\$44,000	\$38,953	Santa Clara
25	Outreach & Escort, Inc. (2011)	Minivan	R	27379		98	\$44,000	\$38,953	Santa Clara
26	Outreach & Escort, Inc. (2011)	Minivan	R	28855		98	\$44,000	\$38,953	Santa Clara
27	Outreach & Escort, Inc. (2011)	Minivan	R	29911		98	\$44,000	\$38,953	Santa Clara
28	Outreach & Escort, Inc. (2011)	Minivan	R	27186		98	\$44,000	\$38,953	Santa Clara
29	Outreach & Escort, Inc. (2011)	Radios	OE	-	13	98	\$13,000	\$11,509	Santa Clara
30	Outreach & Escort, Inc. (2011)	Base Station	OE	-	1	98	\$2,500	\$2,213	Santa Clara
31	Whistlestop (Application #1)	Small Bus	R	80500		96	\$65,000	\$57,545	Mann

¹ R=Replacement, SE=Service Expansion, OE=Other Equipment

² VIN=For replacement projects, Vehicle Identification Number (last 5 digits only)

³ OE requests only

⁴ Federal Portion is 88.53% of Total Cost; remaining 11.47% is local match.

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

NO.	APPLICANT	PROJECT	TYPE ¹	VIN ²	QTY ³	PROJECT SCORE	TOTAL COST	FEDERAL PORTION ⁴	COUNTY
32	Whistlestop (Application #1)	Small Bus	R	80378		96	\$65,000	\$57,545	Marin
33	Whistlestop (Application #1)	Small Bus	R	80540		96	\$65,001	\$57,545	Marin
34	Whistlestop (Application #1)	Small Bus	R	67352		96	\$65,002	\$57,546	Marin
35	Whistlestop (Application #1)	Small Bus	R	67836		96	\$65,003	\$57,547	Marin
36	PACE Solano	Large Bus	R	61297		93	\$75,000	\$66,398	Solano
37	PACE Solano	Large Bus	R	64970		93	\$75,000	\$66,398	Solano
38	Casa Allegra	Minivan	R	00145		89	\$44,000	\$38,953	Marin
39	Casa Allegra	Minivan	R	41232		89	\$44,000	\$38,953	Marin
40	SamTrans	Medium Bus	SE	-		89	\$69,000	\$61,086	San Mateo
41	SamTrans	Medium Bus	SE	-		89	\$69,000	\$61,086	San Mateo
42	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	\$116,000	\$102,695	Marin
43	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	\$116,000	\$102,695	Marin
44	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	\$116,000	\$102,695	Marin
45	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	\$116,000	\$102,695	Marin
46	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	\$116,000	\$102,695	Alameda
47	Center for Elders' Independence (Ashland application)	Base Station	OE	-	1	86	\$2,500	\$2,213	Alameda
48	Center for Elders' Independence (Ashland application)	Mobile Radio	OE	-	5	86	\$2,500	\$2,213	Alameda
49	Center for Elders' Independence (Ashland application)	GPS Network Module	OE	-	34	86	\$14,450	\$12,793	Alameda
50	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	\$116,000	\$102,695	Alameda
51	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	\$116,000	\$102,695	Alameda
52	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	\$116,000	\$102,695	Alameda
53	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	\$116,000	\$102,695	Alameda
54	Jewish Family and Children's Services	Computer	OE	-	1	86	\$1,573	\$1,393	SF
55	Becoming Independent	Small Bus	R	09680		85	\$65,000	\$57,545	Sonoma
56	Becoming Independent	Small Bus	R	12460		85	\$65,000	\$57,545	Sonoma
57	Becoming Independent	Small Bus	R	12459		85	\$65,000	\$57,545	Sonoma
58	Becoming Independent	Small Bus	R	26085		85	\$65,000	\$57,545	Sonoma
59	Becoming Independent	Small Bus	R	35415		85	\$65,000	\$57,545	Sonoma
60	Becoming Independent	Minivan	R	29397		85	\$44,000	\$38,953	Sonoma
61	Becoming Independent	Small Bus	R	09573		85	\$65,000	\$57,545	Sonoma
62	Becoming Independent	Base Station	OE	-	3	85	\$7,500	\$6,640	Sonoma
63	Becoming Independent	Mobile Radios	OE	-	25	85	\$25,000	\$22,133	Sonoma
64	Casa Allegra	Minivan	R	16819		84	\$44,000	\$38,953	Marin
65	Kimochi	Medium Bus	R	50207		84	\$69,000	\$61,086	SF
66	Kimochi	Medium Bus	R	50208		84	\$69,000	\$61,086	SF
67	Life Steps Foundation	Medium Bus	R	16846		84	\$69,000	\$61,086	San Mateo
68	Hope Services	Small Bus	R	13453		83	\$65,000	\$57,545	Santa Clara
69	Hope Services	Small Bus	R	87231		83	\$65,000	\$57,545	Santa Clara
70	Novato Human Needs Center	Medium Bus	SE	-		83	\$69,000	\$61,086	Marin
71	Novato Human Needs Center	Small Bus	SE	-		82	\$65,000	\$57,545	Marin

¹ R=Replacement, SE=Service Expansion, OE=Other Equipment

² VIN=For replacement projects, Vehicle Identification Number (last 5 digits only)

³ OE requests only

⁴ Federal Portion is 88.53% of Total Cost; remaining 11.47% is local match.

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

NO.	APPLICANT	PROJECT	TYPE ¹	VIN ²	QTY ³	PROJECT SCORE	TOTAL COST	FEDERAL PORTION ⁴	COUNTY
72	On Lok (SF County application)	Small Bus	R	01369		82	\$65,000	\$57,545	SF
73	On Lok (SF County application)	Small Bus	R	31759		82	\$65,000	\$57,545	SF
74	Veteran's Home of Yountville	Large Bus	R	03345		82	\$75,000	\$66,398	Napa
75	Veteran's Home of Yountville	Large Bus	R	03346		82	\$75,000	\$66,398	Napa
76	Veteran's Home of Yountville	Large Bus	R	47009		82	\$75,000	\$66,398	Napa
77	Becoming Independent	Small Bus	R	64469		80	\$65,000	\$57,545	Sonoma
78	Becoming Independent	Small Bus	R	64898		80	\$65,000	\$57,545	Sonoma
79	Satellite Housing (Alameda County application)	Medium Bus	R	20640		80	\$116,000	\$102,695	Alameda
80	Life Steps Foundation	Small Bus	R	59336		79	\$65,000	\$57,545	San Mateo
81	City of Santa Rosa	Small Bus	R	88038		78	\$65,000	\$57,545	Sonoma
82	City of Santa Rosa	Small Bus	R	88039		78	\$65,000	\$57,545	Sonoma
83	On Lok (Santa Clara County application)	Small Bus	SE	-		78	\$65,000	\$57,545	Santa Clara
84	On Lok (Santa Clara County application)	Small Bus	SE	-		78	\$65,000	\$57,545	Santa Clara
85	Self Help for the Elderly	Medium Bus	SE	-		78	\$69,000	\$61,086	SF
86	Self Help for the Elderly	Large Bus	SE	-		78	\$75,000	\$66,398	SF
87	Edgewood Center	Minivan	R	89286		77	\$44,000	\$38,953	SF
88	Edgewood Center	Minivan	R	77722		77	\$44,000	\$38,953	SF
89	On Lok (Alameda County application)	Small Bus	SE	-		77	\$65,000	\$57,545	Alameda
90	On Lok (Alameda County application)	Small Bus	SE	-		77	\$65,000	\$57,545	Alameda
91	City of San Ramon	Large Bus	R	25037		76	\$75,000	\$66,398	Contra Costa
92	City of San Ramon	Small Bus	R	45838		76	\$65,000	\$57,545	Contra Costa
93	Satellite Housing (Alameda County application)	Small Bus	R	33125		75	\$65,000	\$57,545	Alameda
94	Casa Allegra	Minivan	R	38009		74	\$44,000	\$38,953	Marin
95	Lamorinda Spirit Van	Minivan	SE	-		74	\$44,000	\$38,953	Contra Costa
96	Life Steps Foundation	Small Bus	SE	-		73	\$65,000	\$57,545	San Mateo
97	Life Steps Foundation	Small Bus	SE	-		73	\$65,000	\$57,545	San Mateo
98	Life Steps Foundation	Small Bus	SE	-		73	\$65,000	\$57,545	San Mateo
99	St. Mary's ADHC	Medium Bus	R	77985		72	\$69,000	\$61,086	SF
100	Jewish Family and Children's Services	Medium Bus	R	14962		71	\$69,000	\$61,086	SF
101	Jewish Family and Children's Services	Medium Bus	R	14963		71	\$69,000	\$61,086	SF
102	Jewish Family and Children's Services	Medium Bus	R	14964		71	\$69,000	\$61,086	SF
103	Jewish Family and Children's Services	Medium Bus	R	14965		71	\$69,000	\$61,086	SF
104	Jewish Family and Children's Services	Medium Bus	R	14966		71	\$69,000	\$61,086	SF
105	Jewish Family and Children's Services	Medium Bus	R	14967		71	\$69,000	\$61,086	SF
106	Jewish Family and Children's Services	Minivan	SE	-		71	\$44,000	\$38,953	SF
107	Jewish Family and Children's Services	Base Station	OE	-	1	71	\$2,500	\$2,213	SF
108	Jewish Family and Children's Services	Radio	OE	-	1	71	\$1,000	\$885	SF
109	Old Adobe Developmental Services	Small Bus	SE	-		71	\$65,000	\$57,545	Sonoma
110	Old Adobe Developmental Services	Minivan	SE	-		70	\$44,000	\$38,953	Sonoma
111	Old Adobe Developmental Services	Minivan	SE	-		68	\$44,000	\$38,953	Sonoma

¹ R=Replacement, SE=Service Expansion, OE=Other Equipment

² VIN=For replacement projects, Vehicle Identification Number (last 5 digits only)

³ OE requests only

⁴ Federal Portion is 88.53% of Total Cost; remaining 11.47% is local match.

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

NO.	APPLICANT	PROJECT	TYPE ¹	VIN ²	QTY ³	PROJECT SCORE	TOTAL COST	FEDERAL PORTION ⁴	COUNTY
112	Satellite Housing (Contra Costa County application)	Large Bus	SE	-		67	\$75,000	\$66,398	Contra Costa
113	East Bay Services to the Developmentally Disabled	Minivan	SE	-		66	\$44,000	\$38,953	Alameda
114	East Bay Services to the Developmentally Disabled	Minivan	SE	-		65	\$44,000	\$38,953	Alameda
115	East Bay Services to the Developmentally Disabled	Minivan	SE	-		63	\$44,000	\$38,953	Alameda
Ineligible projects:									
*	Aldea Children and Family Services	Small Bus	R	05267		-	\$65,000	\$57,545	Napa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	\$116,000	\$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	\$116,000	\$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	\$116,000	\$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	\$116,000	\$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	\$116,000	\$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Base Station	OE	-	1	-	\$2,500	\$2,213	Contra Costa
**	Center for Elders' Independence (Richmond application)	Mobile Radios	OE	-	5	-	\$2,500	\$2,213	Contra Costa
**	Center for Elders' Independence (Richmond application)	Network GPS Module	OE	-	5	-	\$2,125	\$1,881	Contra Costa
***	Veteran's Home of Yountville	Large Bus	R	75861		-	\$69,000	\$61,086	Napa
***	Veteran's Home of Yountville	Large Bus	R	75860		-	\$69,000	\$61,086	Napa
TOTAL							\$7,379,154	\$6,532,765	

* Ineligible because application was received after 3/4/11 deadline.

** Ineligible (per Caltrans' determination) because the requested vehicles and equipment would serve a facility that does not have a finalized site location and is not planned to open until 2013, after the scheduled vehicle delivery.

*** Ineligible because vehicle proposed for replacement is not in active service.

¹ R=Replacement, SE=Service Expansion, OE=Other Equipment

² VIN=For replacement projects, Vehicle Identification Number (last 5 digits only)

³ OE requests only

⁴ Federal Portion is 88.53% of Total Cost; remaining 11.47% is local match.

APPENDIX A – 22

Specific Funding Programs

**FTA Nonurbanized Area Formula (Section 5311)
Program of Projects for FY2010-11**

MTC Resolution No. 3988



Date: February 23, 2011
W.I.: 1512
Referred By: PAC
Revised: 04/27/11-C

ABSTRACT

Resolution No. 3988, Revised

This resolution adopts the FY 2010-11 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program FY 2010-11

This resolution was revised on April 27, 2011, to change the local match amounts for several projects.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheets dated February 9, 2011 and April 13, 2011.

Date: February 23, 2011
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY 2010-11 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3988

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

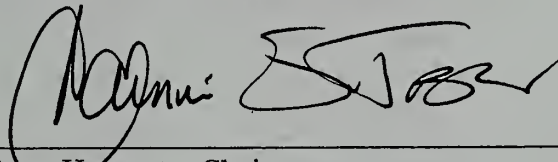
WHEREAS, MTC has developed, in consultation with interested transportation providers, a FY 2010-11 FTA Nonurbanized Area Formula Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2010-11 FTA Nonurbanized Area Formula Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that MTC intends, subject to appropriate project review, to approve regional, state and federal assistance for projects that are identified on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY 2010-11 Program of Projects as listed on Attachment A to match the actual FTA Nonurbanized Area Formula fund appropriation.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 23, 2011.

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
FY 2010-11

FY 2010-11 Funding Available:

Apportionments (Est.)	\$	1,234,469
Prior Year Carryover:		<u>0</u>
Total Funding Avail.	\$	1,234,469

FY 2010-11 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Project Type</u>	<u>Sect. 5311 Program</u>	<u>Sect. 5311 Request</u>	<u>Total Project Including Match¹</u>
Sonoma County Transit	Vehicle Replacements	Cap	\$ 225,751	\$ 451,503	\$ 256,119
Napa County Transit	Vehicle Replacements	Cap	\$ 110,663	\$ 221,325	\$ 154,179
LAVTA	Bus Engine Replacements	Cap	\$ 159,661	\$ 319,322	\$ 186,189
Rio Vista	Vehicle Replacements	Cap	\$ 90,000	\$ 180,000	\$ 101,700
Dixon	Operating Assistance	Oper	\$ 60,000	\$ 282,234	\$ 510,093
Marin County Transit	Operating Assistance	Oper	\$ 105,337	\$ 465,596	\$ 801,007
Fairfield and Suisun Transit	Operating Assistance	Oper	\$ 31,768	\$ 140,416	\$ 378,459
Sonoma County Transit	Operating Assistance	Oper	\$ 116,712	\$ 515,874	\$ 932,358
SamTrans	Operating Assistance	Oper	\$ 132,407	\$ 585,248	\$ 764,581
Vallejo	Operating Assistance	Oper	\$ 42,503	\$ 187,865	\$ 339,000
Rio Vista	Operating Assistance	Oper	\$ 22,624	\$ 100,000	\$ 274,114
<u>VTA</u>	<u>Operating Assistance</u>	<u>Oper</u>	<u>\$ 137,043</u>	<u>\$ 1,881,159</u>	<u>\$ 247,683</u>
Total Programming			\$ 1,234,469	\$ 5,330,542	\$ 4,945,482
Total Available			<u>\$ 1,234,469</u>		
Available for Carryover			\$ -		

¹ This information was revised on April 27, 2011, to match information provided by the applicants subsequent to the original program adoption. In some cases, the applicants reduced the overall cost of their project in response to receiving less Section 5311 funding than requested.

APPENDIX A – 23

Specific Funding Programs

**FTA Nonurbanized Area Formula (Section 5311)
Program of Projects for FY2011-12 and FY2012-13**

MTC Resolution No. 4048



Date: January 25, 2012
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4048

This resolution adopts the FY2011-12 and FY2012-13 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program FY2011-12
and FY2012-13

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheet dated January 11, 2012.

Date: January 25, 2012
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2011-12 and FY2012-13
Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4048

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2011-12 and FY2012-13 FTA Nonurbanized Area Formula Program of Projects for the San Francisco

Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2011-12 and FY2012-13 FTA Nonurbanized Area Formula Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2011-12 and FY2012-13 Program of Projects as listed on Attachment A to match the actual FTA Nonurbanized Area Formula fund appropriation; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 25, 2012.

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
FY2011-12 and FY2012-13

FY2011-12 Funding Available:

Apportionments (Est.)	\$	1,234,469
Prior Year Carryover:		0
Total Funding Avail.	\$	1,234,469

FY 2011-12 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 32,038	\$ 492,262	\$ 524,300
Fairfield and Suisun Transit	Operating Assistance (Rt. 30)	\$ 78,765	\$ 332,508	\$ 411,273
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 40,520	\$ 213,767	\$ 254,287
Marin County Transit	Operating Assistance (West Marin Stagecoach)	\$ 213,007	\$ 692,350	\$ 905,357
Napa County Transit	Operating Assistance (Northern Napa Co.)	\$ 175,001	\$ 141,285	\$ 316,286
Rio Vista	Operating Assistance (Delta Breeze)	\$ 61,344	\$ 260,619	\$ 321,963
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 114,822	\$ 730,710	\$ 845,532
SolTrans	Operating Assistance (Rt. 85)	\$ 107,300	\$ 791,715	\$ 899,015
Sonoma County Transit	Vehicle Replacements	\$ 265,115	\$ 34,349	\$ 299,464
Sonoma County Transit	Replacement Video Equipment for Fixed Route Fleet	\$ 36,703	\$ 4,755	\$ 41,458
<u>VTa</u>	<u>Operating Assistance (Rt. 68)</u>	<u>\$ 109,854</u>	<u>\$ 88,689</u>	<u>\$ 198,543</u>
Total Programming		\$ 1,234,469	\$ 3,783,009	\$ 5,017,478
Total Available		\$ 1,234,469		
Available for Carryover		\$ -		

FY2012-13 Funding Available:

Apportionments (Est.)	\$	1,234,469
Prior Year Carryover:		0
Total Funding Avail.	\$	1,234,469

FY 2012-13 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 42,727	\$ 211,560	\$ 254,287
Marin County Transit	Operating Assistance (West Marin Stagecoach)	\$ 160,834	\$ 683,572	\$ 844,406
Napa County Transit	Operating Assistance (Northern Napa Co.)	\$ 184,074	\$ 92,448	\$ 276,522
SamTrans	Operating Assistance (Demand Response, Rt. 17)	\$ 121,939	\$ 777,575	\$ 899,514
Solano Transportation Authority	Projects TBD*	\$ 295,392	TBD*	TBD*
Sonoma County Transit	Vehicle Replacements	\$ 320,054	\$ 41,466	\$ 361,520
<u>VTa</u>	<u>Operating Assistance (Rt. 68)</u>	<u>\$ 109,449</u>	<u>\$ 88,362</u>	<u>\$ 197,811</u>
Total Programming		\$ 1,234,469	\$ 1,894,984	\$ 2,834,061
Total Available		\$ 1,234,469		
Available for Carryover		\$ -		

* Project selection pending completion of Solano County Coordinated Short Range Transit Plan

APPENDIX A – 24

Specific Funding Programs

2012 Regional Transportation Improvement Program (RTIP)

MTC Resolution No. 4038



Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 01/25/12-C
02/22/12-C
03/28/12-C

ABSTRACT

Resolution No. 4038, Revised

This resolution adopts the 2012 Regional Transportation Improvement Program (RTIP) for fiscal years 2012-13 through 2016-17, for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Attachment A – 2012 RTIP project list

Attachment B – 2012 RTIP programming policies

This resolution was revised on January 25, 2012 by Commission action to revise Attachment A – 2012 RTIP project list, to reflect updated programming for projects to include a \$1.0 million advance of Sonoma County's RTIP share for the Presidio Parkway (Doyle Drive Replacement).

This resolution was revised on February 22, 2012 by Commission action to revise Attachment A – 2012 RTIP project list, to reflect updated programming for projects in Alameda County to reflect a local funding exchange involving the programming of the Route 84 Expressway in Livermore (Southern Segment) project.

This resolution was revised on March 28, 2012 by Commission action to revise Attachment A of the 2012 RTIP to reduce the San Francisco county share amount for the Doyle Drive Replacement / Presidio Parkway project from \$44.8 million to \$13 million in response to programming \$34 million of regional STP/CMAQ funds to the project. The action also revised Attachment B to commit programming of \$34 million in future San Francisco RTIP funds for FPI/Express Lanes, or other regionally selected project, and that it will be the highest priority for future San Francisco RTIP funding after Planning, Programming and Monitoring (PPM) funding and meeting the remaining \$88 million commitment to the Central Subway project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated December 14, 2011, January 11, 2012, February 8, 2012, and March 7, 2012.

Date: December 21, 2011
W.I.: 1515
Referred by: PAC

RE: Adoption of 2012 Regional Transportation Improvement Program (RTIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4038

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, and local governments, a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects for inclusion in fiscal years 2012-13 through 2016-17 of the 2012 RTIP ("2012 RTIP"); and

WHEREAS, the 2012 RTIP has been developed consistent with the policies and procedures outlined in MTC Resolution No. 4028, and with the STIP Guidelines adopted by the CTC on August 10, 2011; and

WHEREAS, Attachment A sets forth the project list for the 2012 RTIP and Attachment B sets forth programming policies as a companion to the project list; and

WHEREAS, MTC's Programming and Allocations Committee recommends adoption of the funding for inclusion in fiscal years 2012-13 through 2016-17 of the 2012 RTIP; now, therefore, be it

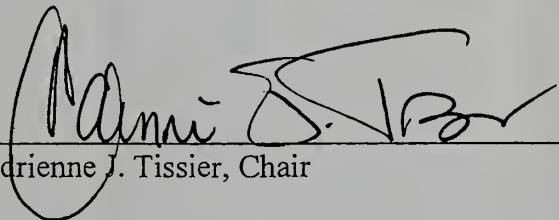
RESOLVED, that MTC adopts the 2012 RTIP, attached hereto as Attachment A and Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment 'A' in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2012 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 21, 2011.

Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 01/25/11-C
02/22/12-C
03/28/12-C

Attachment A
Resolution No. 4038

2012 Regional Transportation Improvement Program (RTIP)

Project List

Attachment A

MTC 2012 Regional Transportation Improvement Program

March 28, 2012

(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	Prior	2012 RTIP Funding by Fiscal Year				
Proposed 2012 RTIP - New or Amended Funding in STIP											
Alameda	ACTC	2179	Planning, programming, and monitoring	PPM	1,206	0	0	320	0	0	886
Alameda	MTC	2100	Planning, programming, and monitoring	PPM	257	0	0	0	0	126	131
Alameda	ACTC	81D	SR-84 Expressway (East-West Connector)	Hwy	-9,300	0	0	0	-9,300	0	0
Alameda	Caltrans/CCTA	57J	SR-24 Corridor Landscaping	Hwy	2,000	0	400	1,600	0	0	0
Regional	MTC		I-680 Freeway Performance Initiative Project	Hwy	2,000	0	0	2,000	0	0	0
Alameda	ACTC	81H	SR-84 Expressway in Livermore (Southern Segment 2)	Hwy	34,851	0	0	34,851	0	0	0
Alameda	ACTC	81H	SR-84 Expressway in Livermore (Southern Segment 2)	TE	2,179	0	0	2,179	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	3,063	0	0	0	0	0	3,063
Alameda-TE	MTC	2100C	TE Reserve (MTC Share)	TE	-884	0	-1,960	538	538	0	0
Alameda-TE	ACTC	2100J	TE Reserve (County Share)	TE	0	0	0	0	0	0	0
Target = \$35,372, TE Target = \$4,358						0	-1,560	41,488	-8,762	126	4,080
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	PPM	831	0	0	0	0	222	609
Contra Costa	MTC	2118	Planning, programming, and monitoring	PPM	167	0	0	0	0	82	85
Contra Costa	BART		East Contra Costa BART Extension (eBART)	PTA	13,000	0	0	0	0	13,000	0
Contra Costa	Hercules		Hercules Intermodal Transit Center, Station Building	PTA	5,100	0	0	0	0	5,100	0
Contra Costa	BART		Walnut Creek BART TOD Intermodal	PTA	5,300	0	0	0	0	5,300	0
Contra Costa	CCTA		I-80/San Pablo Dam Rd. Interchange Reconstruction	Hwy	15,000	0	10,300	4,700	0	0	0
Contra Costa	CCTA		I-680 SB HOV Gap Closure, N. Main St to Livorna Rd.	Hwy	5,557	0	0	0	5,557	0	0
Contra Costa	CCTA	0192G	SR-4 Interchange Improvements in Antioch	Hwy	-19,450	0	-19,450	0	0	0	0
Contra Costa	CCTA		I-680 Auxiliary Lanes Segment 2 (Sycamore-Crow Canyon)	Hwy	19,450	0	19,450	0	0	0	0
Regional	MTC		I-680 Freeway Performance Initiative Project	Hwy	29,000	0	0	29,000	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	2,090	0	0	0	0	0	2,090
Contra Costa-TE	MTC	2118F	TE Reserve (MTC Share)	TE	-603	0	-1,270	333	334	0	0
Contra Costa-TE	CCTA	2118F	TE Reserve (County Share)	TE	1,486	0	0	0	0	0	1,486
Target = \$76,928, TE Target = \$2,973						0	9,030	34,033	5,891	23,704	4,270
Marin	TAM	2127C	Planning, programming, and monitoring	PPM	226	0	-140	200	0	0	166
Marin	MTC	2127	Planning, programming, and monitoring	PPM	47	0	0	0	0	23	24
Marin	MCTD	2128A	Marin Transit Bus Stop Improvements	PTA	100	0	100	0	0	0	0
San Francisco	Caltrans	619A	Doyle Drive Replacement (Presidio Parkway) Availability	Hwy	0	0	-4,000	0	4,000	0	0
Marin	Marin Co.		Miller Creek Bicycle Lanes and Pedestrian Improvements	TE	407	0	45	0	0	362	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	571	0	0	0	0	0	571
Mann-TE	MTC	2127B	TE Reserve (MTC Share)	TE	-165	0	-371	102	104	0	0
Mann-TE	TAM	2127B	TE Reserve (County Share)	TE	0	0	0	0	0	0	0
Target = \$0, TE Target = \$813						0	-4,366	302	4,104	385	761

MTC 2012 Regional Transportation Improvement Program

March 28, 2012

(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	Prior	2012 RTIP Funding by Fiscal Year				
							12-13	13-14	14-15	15-16	16-17
Napa	NCTPA	1003E	Planning, programming, and monitoring	PPM	314	0	45	45	45	69	110
Napa	MTC	2130	Planning, programming, and monitoring	PPM	29	0	0	0	0	14	15
Napa	Caltrans	376	SR 221/29 Intersection Improvements	Hwy	0	0	0	0	0	0	0
Napa	Caltrans	367J	SR-12 Jameson Canyon Widening Replacement Lanscaping	Hwy	0	0	-850	850	0	0	0
Napa	Calistoga		Berry-Cedar-Washington Pavement Rehabilitation	LSR	165	0	165	0	0	0	0
Napa	St. Helena		E. Charter Oak Pavement Rehabilitation	LSR	191	0	191	0	0	0	0
Napa	Napa		Trower-Central Pavement Rehabilitation	LSR	1,606	0	1,606	0	0	0	0
Napa	American Cyn		Lena-Stenson Pavement Rehabilitation	LSR	268	0	268	0	0	0	0
Napa	Napa Co.		Silverado Trail Ph. G and H Pavement Rehabilitation	LSR	1,595	0	1,595	0	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	376	0	0	0	0	0	376
Napa-TE	MTC	2130B	TE Reserve (MTC Share)	TE	-109	0	-230	60	61	0	0
Napa-TE	NCTPA	2130J	TE Reserve (County Share)	TE	267	0	0	0	0	267	0
Target = \$4,702, TE Target = \$534					4,702	0	2,790	955	106	350	501
San Francisco	SFCTA	2007	Planning, programming, and monitoring	PPM	608	0	0	0	161	0	447
San Francisco	MTC	2131	Planning, programming, and monitoring	PPM	131	0	0	0	0	64	67
San Francisco	Caltrans	619A	Doyle Drive Replacement (Presidio Parkway) Milestone	Hwy	13,000	0	13,000	0	0	0	0
San Francisco-TE	SF MTA		San Francisco Pedestrian Safety & Encouragement Campaign	TE	851	0	851	0	0	0	0
San Francisco-TE	SF MTA		San Francisco Crosswalk Conversion Project	TE	250	0	0	250	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	1,548	0	0	0	0	0	1,548
San Francisco-TE	SFCTA	2007S	TE Reserve (MTC Share)	TE	-447	0	-1,003	278	278	0	0
San Francisco-TE	MTC	2007S	TE Reserve (County Share)	TE	0	0	0	0	0	0	0
Target = \$13,114, TE Target = \$2,202					15,941	0	12,848	528	439	64	2,062
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	PPM	627	0	0	0	0	165	462
San Mateo	MTC	2140	Planning, programming, and monitoring	PPM	136	0	0	0	0	67	69
San Mateo	SM CTA	702A	US-101 Broadway Interchange	Hwy	19,000	0	0	19,000	0	0	0
San Mateo	SM CTA	690A	US-101 Willow Rd Interchange Reconstruction	Hwy	1,471	0	-20,471	1,471	20,471	0	0
San Mateo	Caltrans	669B	SR-98 Slow Vehicle Lane Improvements (grf)	Hwy	-12,540	0	0	0	-12,540	0	0
San Mateo	Pacifica	632C	SR-1 Calera Parkway Operational Imps. in Pacifica	Hwy	0	0	0	6,900	-6,900	0	0
San Mateo	San Mateo		SR-92 Improvements Phase 1: Op Imps at 92/ECR IC	Hwy	5,000	0	0	0	0	0	5,000
San Mateo	SM C/CAG		SR-92 Improvements Phase 2: Env Study for 92/101 IC Imps	Hwy	2,411	0	0	0	0	2,411	0
San Mateo	SM C/CAG	2140E	Countywide ITS Improvements	Hwy	2,321	0	-1,977	0	4,298	0	0
San Mateo	Caltrans	2140F	Smart Corridor, Segment 3 to Santa Clara Co. (State)	Hwy	515	0	515	0	0	0	0
San Mateo	SM C/CAG	2140F	Smart Corridor, Segment 3 to Santa Clara Co. (Local)	Hwy	1,462	0	1,462	0	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	1,598	0	0	0	0	0	1,598
San Mateo-TE	MTC	2140C	TE Reserve (MTC Share)	TE	-461	0	-1,041	289	291	0	0
San Mateo-TE	SM C/CAG	2140L	TE Reserve (County Share)	TE	1,137	0	-1,000	-745	1,745	1,137	0
Target = \$22,677, TE Target = \$2,274					22,677	0	-22,512	26,915	7,365	3,780	7,129

MTC 2012 Regional Transportation Improvement Program

March 28, 2012

(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	2012 RTIP Funding by Fiscal Year						
						Prior	12-13	13-14	14-15	15-16	16-17	
Santa Clara	VTA	2255	Planning, programming, and monitoring	PPM	1,681	0	0	0	0	628	1,053	
Santa Clara	MTC	2144	Planning, programming, and monitoring	PPM	300	0	0	0	0	147	153	
Santa Clara-TE	Campbell		Hacienda Avenue Improvements	TE	544	0	0	544	0	0	0	
Santa Clara-TE	San Jose		St. John Street Multimodal Improvements Ph. 1	TE	1,500	0	0	0	1,500	0	0	
Santa Clara-TE	San Jose		Park Avenue Multimodal Improvements	TE	1,456	0	0	0	1,456	0	0	
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	3,632	0	0	0	0	0	3,632	
Santa Clara-TE	MTC	2255B	TE Reserve (MTC Share)	TE	-1,050	0	-2,296	623	623	0	0	
Santa Clara-TE	VTA	2255	TE Reserve (County Share)	TE	-918	0	0	-3,041	-459	1,291	1,291	
			Target = \$0, TE Target = \$5,164		7,145	0	-2,296	-1,874	3,120	2,066	6,129	
Solano	STA	2263	Planning, programming, and monitoring	PPM	372	0	0	0	0	98	274	
Solano	MTC	2152	Planning, programming, and monitoring	PPM	79	0	0	0	0	39	40	
Solano	STA		Jepson (Vanden/Peabody/Leisure Town segment)	Hwy	8,296	0	0	0	0	8,296	0	
Solano-TE	STA		West B Street Bike/Ped Undercrossing (Dixon)	TE	1,321	0	1,321	0	0	0	0	
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	945	0	0	0	0	0	945	
Solano-TE	MTC	5152A	TE Reserve (MTC Share)	TE	-272	0	-601	164	165	0	0	
Solano-TE	STA	5152K	TE Reserve (County Share)	TE	-649	0	-649	0	0	0	0	
			Target = \$10,092, TE Target = \$1,345		10,092	0	71	164	165	8,433	1,259	
Sonoma	SCTA	0770E	Planning, programming, and monitoring	PPM	468	0	-373	373	0	125	343	
Sonoma	MTC	2156	Planning, programming, and monitoring	PPM	95	0	0	0	0	47	48	
Sonoma	Caltrans	0789E	US-101 College Ave (supplemental)	Hwy	550	550	0	0	0	0	0	
San Francisco	Caltrans	0619A	Presidio Parkway (Doyle Drive Replacement) Availability	Hwy	1,000	0	0	0	1,000	0	0	
Sonoma-TE	Windsor		Windsor Old Redwood Highway Ped Enhancements	TE	609	0	112	497	0	0	0	
Sonoma-TE	SMART		SMART Multi-Use Pathway SC-10S	TE	3,000	0	0	3,000	0	0	0	
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	1,177	0	0	0	0	0	1,177	
Sonoma-TE	MTC	5156A	TE Reserve (MTC Share)	TE	-340	0	-732	196	196	0	0	
Sonoma-TE	SCTA	5156I	TE Reserve (County Share)	TE	-885	-669	-64	0	-152	0	0	
			Target = \$0, TE Target = \$1,675		5,674	-119	-1,057	4,066	1,044	172	1,568	

MTC Region	Regional Totals: Target = \$162,885, TE Target = \$21,338	179,717	-119	-7,052	106,577	13,472	39,080	27,759
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cumulative:

	-7,171	99,406	112,878	151,958	179,717
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Note: Detail on project programming by year and phase will be submitted to CTC

Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 03/28/12-C

Attachment B
Resolution No. 4038
Page 1 of 1

2012 Regional Transportation Improvement Program (RTIP)

Programming Principles

1. MTC adopted the New Federal Transportation Act Cycle 1 STP/CMAQ Programming (MTC Resolution 3925, Revised), which provided \$31 million in RTIP funds freed up by regional American Recovery and Reinvestment Act of 2009 (ARRA) funds (for the SR-24 Caldecott Tunnel Fourth Bore) to Freeway Performance Initiative projects. The \$31 million in RTIP funds freed up by regional ARRA funds, now proposed for the Freeway Performance Initiative project, shall be the highest regional priority for programming beyond the region's funding target STIP funding after Planning Programming and Monitoring (PPM) in the earliest year possible.
2. As adopted in MTC Resolution No. 3925, Revised (STP/CMAQ Cycle 1 Programming) on March 28, 2012, \$34 million of future San Francisco RTIP funds shall be programmed to the Freeway Performance Initiative (FPI)/Express Lanes, or other regionally selected project. The programming of these projects from San Francisco's county share shall be the highest priority for future San Francisco RTIP funding after Planning, Programming and Monitoring (PPM) funding and meeting the remaining \$88 million commitment to the Central Subway project.

APPENDIX A – 25

Specific Funding Programs

**FTA New Freedom (Section 5317)
Cycle 4 Program of Projects
MTC Resolution No. 4041**



Date: November 16, 2011
W.I.: 1518
Referred by: PAC

ABSTRACT
Resolution No. 4041

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

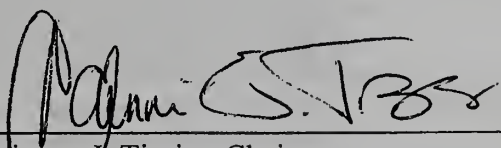
RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC

Attachment A
MTC Resolution No. 4041
Page 1 of 5

**NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	\$188,625	\$150,900
2	Alameda County Transportation Commission	Alameda County Mobility Management	Coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. Tasks include the following: (1) Transition the paratransit hotline and AccessAlameda.org website into a much more thorough Information and Referral source and position those services to provide one-stop-shopping for consumers; (2) Establish quarterly coordination meetings among travel trainers across the County and create a framework to provide travel training throughout the whole County. Create a print and web resource available listing all travel training in the County.	\$110,000	\$80,000
3	Center for Independent Living	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families form the cross-disability community. Services are offered across the Bay Area.	\$490,935	\$384,360
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.	\$228,426	\$114,213

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	\$104,134	\$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	\$28,544	\$22,835
7	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	(1) Partially subsidized rides that can be scheduled as early as the same day for ADA eligible riders. (2) Continue and expand the Marin Transit Marin Access Mobility Management Center.	\$541,456	\$288,881
8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	\$1,859,736	\$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	\$259,800	\$103,920

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
10	Rehab. Services of Northern California	Mt. Diablo Center Mobilizer	Provide door through door transportation to and from the Mt. Diablo Center (MDC) Adult Day Health Care program Monday through Friday and a nutrition/shopping shuttle for homebound senior Concord residents during MDC's program hours.	\$129,760	\$64,880
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	\$201,548	\$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	\$163,733	\$130,987
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	\$215,852	\$141,075
Subtotal - MTC Subrecipients				\$4,522,549	\$2,596,000

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	\$250,000	\$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	\$360,280	\$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	\$110,000	\$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	\$32,800	\$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	\$250,000	\$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	\$264,225	\$211,380

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	\$233,041	\$186,443
Subtotal - Direct Recipients				\$1,500,346	\$1,156,897
Total				\$6,022,895	\$3,752,897

Notes:

1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.

APPENDIX A – 26

Specific Funding Programs

**MTC's FTA Section 5307 and FTA Section 5309
Fixed Guideway Program of Projects
for FY2005-06 through FY2007-08
MTC Resolution No. 3714**



Date: July 27, 2005
W.I.: 1512
Referred By: PAC
Revised: 02/22/06-C 04/25/07-C
04/25/07-C 09/26/07-C
03/26/08-C 06/22/11-C
11/16/11-C

ABSTRACT

Resolution No. 3714, Revised

This resolution approves the FY 2005-06 through FY 2007-08 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2005 Transportation Improvement Program (TIP).

This resolution was amended on February 22, 2006 to program \$210 million of FY 2006-07 and FY 2007-08 FTA formula funds, the balance of funds estimated to be available after programming all eligible high-scoring capital projects.

This resolution was amended on April 25, 2007 to reconcile the FTA formula funds program for FY 2006-07 with the FY 2006-07 FTA apportionments.

This resolution was amended on September 26, 2007 to incorporate additional programming to Vallejo Transit and Benicia Transit.

This resolution was amended on March 26, 2008 to make annual revisions to the previously programmed FY 2007-08 FTA programs, constraining them to actual appropriations, adding FTA funded earmarks for FY 2007-08, and making other adjustments to FTA funding for previously programmed projects.

This resolution was amended on June 22, 2011 to record 1) Golden Gate Transit's exchange of \$8.3 million originally programmed for a bus replacement project and reprogrammed to facility rehabilitation; 2) a transfer of programming for a van replacement project from Benicia to Vallejo; and 3) other minor corrections to the program.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

ABSTRACT

MTC Resolution No. 3714, Revised

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Further discussion of the regional TCP is contained in the Executive Director's Memorandum dated July 13, 2005 and February 8, 2006, and the Programming and Allocations Committee memos dated April 11, 2007, September 12, 2007, March 5, 2008, June 8, 2011 and November 9, 2011.

Date: July 27, 2005
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3714

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3688; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2005-06 through FY 2007-08 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 27, 2005.

Date: July 27, 2005

W.I.: 1512

Referred by: PAC

Revised: 02/22/06-C

04/25/07-C

09/26/07-C

03/26/08-C

Attachment A

Resolution No. 3714

Page 1 of 8

FY 2005-06 FTA Section 5307 and 5309 Fixed Guideway Programs				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			188,467,130	101,773,434
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Committed Carryover²</i>			3,174,344	0
<i>Previous Year Uncommitted Carryover</i>			0	0
<i>Sub-Total</i>			191,561,474	101,773,434
<i>Enhancement Requirement</i>			1,768,144	
<i>Revised Total</i>			191,561,474	101,773,434
<u>Programming Commitments</u>				
SM-050042	Caltrain	Replacement of 1950's Budd Trailer Cars ³	0	
SM-030006	Caltrain	Track Rehab (track/civil structure rehab, grade crossing repl) ³	637,982	645,054
REG050002	Caltrain	Signal System Rehab/Replacement/Upgrade ³	1,069,263	
SM-030029	Caltrain	Fare Equipment ³	227,007	111,809
SM-050004	Caltrain	Install Crossovers & Control Points ³		648,000
SCL050063	Caltrain	Central Control Facility Relocation & Improvements ³		1,416,960
SCL050064	Caltrain	Diridon Station Interior Improvements ³		2,527,200
SCL050065	Caltrain	Installation of Fixed Fuel Facility ³		1,959,391
SM-030020	Caltrain	Caltrain Stations Safety Improvement Program ³		2,503,449
SM-030026	Caltrain	Palo Alto ADA Crossing Improvements ³		3,767,191
SF-970105	Muni	Metro East Maintenance Facility ⁷		973,507
<u>PY Deferments</u>				
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		2,711,735
SCL050065	Caltrain	Installation of Fixed Fuel Facility		520,289
SM-030030	Caltrain/JPB	South San Francisco Station, Track & Signal Rehab, Platform Reconstruction		29,639
BRT030004	BART	Train control renovation		6,685
BRT990003	BART	Wayside Train Control (Wayside Electronics Repl - phase 1)		50,561
<u>ADA Set-aside</u>				
ALA990076	AC Transit	ADA Operating Set-aside	6,222,990	
ALA050042	ACE	ADA Operating Set-aside	488,130	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,879,766	
REG050001	Caltrain	ADA Operating Set-aside	981,679	
CC-990045	CCCTA	ADA Operating Set-aside	637,742	
CC-030035	ECCTA	ADA Operating Set-aside	444,079	
MRN99T001	GGBHTD	ADA Operating Set-aside	1,103,818	
ALA990077	LAVTA	ADA Operating Set-aside	270,128	
NAP030004	Napa VINE	ADA Operating Set-aside	21,190	
SF-990022	Muni	ADA Operating Set-aside	3,696,737	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	180,968	
SM-050048	SamTrans	Park and Ride Lots Pavement Rehabilitation	238,459	
SM-050049	SamTrans	Service Support Vehicles	312,890	
SCL050046	VTa	ADA Operating Set-aside	3,298,610	
SOL990040	Vallejo Transit	ADA Operating Set-aside	550,949	
CC-990045	WestCat	ADA Operating Set-aside	106,866	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,100,000	
ALA050041	AC Transit	Information Systems Upgrade	873,697	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	225,263	
REG050006	BART	Strategic Maintenance Program	4,994,119	
SM-030006	Caltrain	Track Rehab	401,681	
CC-030034	CCCTA	Preventive Maintenance	263,199	
CC-030016	CCCTA	Install 103 Bus Catalyst Devices	62,640	
CC-030037	ECCTA	Preventive Maintenance	197,603	
CC-050044	ECCTA	Replace Old Building HVAC System	100,000	
MRN991039	GGBHTD	Management Information System	169,227	
MRN050024	GGBHTD	Computerized Dispatch Upgrade	240,000	
SON050023	GGBHTD	Santa Rosa Fuel Tank Replacement	300,000	
ALA030030	LAVTA	Preventive Maintenance	219,893	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-010041	Muni	Preventive Maintenance	3,000,000	
SF-030009	Muni	Trolley Coach Rebuild 60 Articulated New Flyers	156,406	
NAP97AM58	Napa	Preventive Maintenance	164,853	
SM-030023	SamTrans	Preventive Maintenance	854,669	
SON030005	Sonoma Transit	Preventive Maintenance	29,104	
ALA050044	Union City	Preventive Maintenance	22,778	
SOL030019	Vallejo	Preventive Maintenance	246,390	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	123,381	
SOL050049	Vallejo	Misc Support Equipment	40,000	
SOL050050	Vallejo	Bus Shelters	100,000	
SCL990046	VTa	Preventive Maintenance	3,500,073	
CC-030025	WestCat	Preventive Maintenance	58,372	
Total Program Set-asides and Commitments			42,812,600	17,871,470
Funds Available for Programming			148,748,874	83,901,964

Attachment A
Resolution No. 3714
Page 2 of 8

FY 2005-06 FTA Section 5307 and 5309 FG Program -Continued				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance ⁵	11,448,945	
ALA990052	AC Transit	Paratransit Vehicle Lease	732,536	
ALA010056	ACE (SJRC)	Track Improvements	402,774	
ALA050043	ACE (SJRC)	Signal System Rehabilitation ⁸		1,057,000
BRT030004	BART	Train Control Renovation		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT971001	BART	Rail, Way and Structures Program	10,172,222	2,827,778
BRT030009	BART	System Wide Safety Project	2,779,382	
SOL050034	Benicia	Replace 1 1997 cut-away	62,370	
SM-030025	Caltrain	Overhaul Locomotive	379,626	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
MT050033	Caltrain	Signal/Communication Rehabilitation		3,783,932
REG050003	Caltrain	Replacement of 1950's Budd Trailer Cars		3,948,298
JPB990004	Caltrain/JPB	N/S Terminal Track Upgrades		187,178
CC-050042	ECCTA	Bus Security Monitoring Systems	9,068	
CC-050045	ECCTA	Security Camera, Equipment & Farebox Replacement	35,735	
SOL010006	Fairfield	Operating assistance	1,957,423	
MRN050021	GGBHTD	Replace (40) 1994 40' Flexible buses	14,917,775	
MRN050022	GGBHTD	Replace 29 - 1991 40' TMC buses	8,664,032	
ALA050048	LAVTA	Repl. 12 1983 40' RTS buses with hybrid buses	5,781,300	
ALA050050	LAVTA	LAVTA Facilities Security Program	8,338	
SF-030010	Muni	Motor coach repl 455 - 51 40' new flyers	3,784,409	
SF-030011	Muni	Repl 35 -30' 1990 Orions buses with 30 30' & 5 40' hybrid buses	8,775,229	
SF-030012	Muni	Repl.10 1998 and 24 2001 mini vans with cut-aways	2,120,584	
SF-950037	Muni	SF Muni Rail Replacement Program 1998-20	8,374,700	
SF-010041	Muni	Preventive Maintenance ^{1,4}	13,991,486	
SF-030013	Muni	Wayside fare collection equip		3,882,375
SF-970073	Muni	Cable car vehicle renovation program		1,529,887
SF-99T002	Muni	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	Muni	Wayside Train Control		2,568,000
SF-970170	Muni	Trolley Overhead Reconstruction		13,000,000
NAP970010	Napa	Operating assistance	988,373	
NAP97AM58	Napa	Preventive Maintenance	88,000	
NAP030005	Napa	Bus Stop/Facility Improvements	20,000	
NAP050013	Napa	On Board Equipment	15,779	
SON030011	Santa Rosa Bus	Operating assistance	1,318,000	
SON050026	Santa Rosa Bus	Preventive Maintenance	1,121,695	
SON030012	Santa Rosa Bus	Bus Stop Enhancements	24,712	
SON030005	Son Co Transit	Preventive Maintenance	813,513	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,237	
ALA050045	Union City	Replace One 1996 Dodge Intrepid with Paratransit Van	45,109	
ALA050046	Union City	Replace (1) 1991 30' Bus with 35' Bus	321,510	
ALA050047	Union City	Replace (2) 1998 and (2) 1999 paratransit vans	494,374	
SOL030011	Vallejo	Operating assistance	2,000,000	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	220,699	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	1,440,283	
SCL990046	VTa	Preventive Maintenance	26,222,316	
SCL030005	VTa	Guadalupe Corridor LRT Platform Rehab & Retrofit	447,885	302,744
SCL050045	VTa	ADA Bus Stop Improvements - Transit Enhancement	240,000	
SCL050047	VTa	De Anza Transit Center - Transit Enhancements	100,953	
SCL050048	VTa	CCTV / Video on Demand SecuritySystem	340,953	
CC-990045	WestCat	Replace (3) 1996 Thomas 35' buses.	964,531	
Total Program			131,634,857	74,087,192
Fund Balance			17,114,017	9,814,772

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- Muni has a \$4,625,300 balance of Preventive Maintenance Flexibility Per MTC Resolution 3515, the FY 2003-04 Interim TCP policy. Muni has pushed out \$4,625,300 in Rail Replacement to accommodate this action.
- \$3,174,344 committed carryover from (24) articulated bus rehab project in FY 2004-05. Muni decided to replace 12 of the vehicles instead.
- Programming commitments for Caltrain fulfills FY 2003-04 and FY 2004-05 commitments made during initial programming negotiations with VTA of \$7.6 million. \$4,847,654 of the Rapid Rail Commitment deferred to FY 2006-07 and escalated by 3.5% to accommodate VTA's project requirement of \$2,502,672 for Budd Cars \$671,672 for Track Rehab programmed in FY06 was funded with FY05 funds and transferred to the FY05 Program of Projects.
- Muni is exchanging replacement of 10 30' 1991 Orions for Preventive Maintenance and 24 1991 New Flyer Articulated Buses (12 of which were originally programmed in FY 2004-05). Total amount of funding for preventive maintenance capital exchange - \$9,366,186.
- AC Transit is exchanging replacement of 35 1988 40' Flyers and a portion of the (60) 1993 40' Gilligs totaling \$13,776,000 for preventive maintenance in accordance with the TCP Preventive Maintenance Policy.
- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- Muni's Metro East Maintenance Facility (part of the FG commitments) totaling \$940,586 was accidentally eliminated from the FY 2005 program. This amount was escalated by 3.5%.
- ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			192,142,957	111,509,388
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Carryover</i>			17,114,017	9,814,772
<i>Inter -Urbanized Area Transfer</i>			0	
<i>Sub-Total</i>			209,176,974	121,324,160
<i>Enhancement Requirement</i>			1,799,630	
<i>Revised Total</i>			209,176,974	121,324,160
Programming Commitments				
SM-030014	Caltrain	Replacement of 1950's Budd Trailer Cars		1,269,639
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		5,165,364
SM-050004	Caltrain	Install Crossovers & Control Points		2,091,608
PY Deferments				
MRN030013	GGBHTD	Repl 6 paratransit vans	352,204	
MRN030014	GGBHTD	Repl 8 paratransit vans	482,088	
ADA Set-Aside				
ALA990076	AC Transit	ADA Set-aside	4,872,567	
ALA050042	ACE	Signal Upgrade	502,774	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,966,158	
REG050001	Caltrain	Palo Alto ADA Crossing Improvements	1,011,130	
CC-990045	CCCTA	ADA Set-aside	656,875	
CC-030035	ECCTA	ADA Set-aside	457,402	
MRN99T001	GGBHTD	ADA Set-aside	1,136,933	
ALA990077	LAVTA	ADA Set-aside	278,232	
NAP030004	Napa VINE	ADA Set-aside	21,826	
SF-990022	SF Muni	ADA Set-aside	3,807,639	
SM-990026	SamTrans	ADA Set-aside	1,262,950	
SCL050046	SCVTA	ADA Set-aside	3,397,568	
SOL990040	Vallejo Transit	ADA Set-aside	567,478	
CC-990045	Westcat	ADA Set-aside	110,072	
10% Flexible Set-Aside				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,032,908	
ALA050041	AC Transit	Information Systems Upgrade	1,000,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	232,021	
REG050006	BART	Strategic Maintenance	5,143,942	
SM-030006	Caltrain	Track Rehab	804,746	
CC-030034	CCCTA	Preventive Maintenance	335,614	
CC-030037	ECCTA	Preventive Maintenance	306,532	
MRN050025	GGBHTD	Facilities Rehabilitation	280,000	
MRN010034	GGBHTD	Preventive Maintenance	807,995	
ALA030030	LAVTA	Preventive Maintenance	226,490	
SF-050025	Muni	Flynn Facility Ventilation	1,311,098	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-050028	Muni	Facility Safety Improvements	1,000,000	
SF-991001	Muni	Woods Maintenance Facility Rehab	1,000,000	
NAP97AM58	Napa VINE	Preventive Maintenance	169,799	
SM-030023	SamTrans	Preventive Maintenance	371,646	
SON030005	Sonoma Transit	Preventive Maintenance	30,237	
ALA050044	Union City	Preventive Maintenance	23,461	
SOL030019	Vallejo	Preventive Maintenance	253,781	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	271,283	
SCL990046	VTa	Preventive Maintenance	3,605,075	
CC-030025	Westcat	Preventive Maintenance	60,123	
Total Program Set-asides and Commitments			42,150,646	8,526,611
Funds Available for Programming			167,026,328	112,797,549

FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Capital Projects</u>				
ALA991070	AC Transit	Preventive Maintenance	16,665,551	
ALA990052	AC Transit	Paratransit Vehicle Lease	754,512	
ALA050043	ACE (SJRC)	Signal System Rehabilitation	258,676	798,324
ALA010056	ACE (SJRC)	Track Improvements		1,057,000
BRT030004	BART	Train Control Renovation	3,894,994	9,105,006
BRT030005	BART	Traction Power		13,000,000
BRT971001	BART	Rail, Way and Structures Program		13,000,000
SOL050036	Benicia	Replace (1) 2000 cutaway bus	64,553	
SOL070023	Benicia	Rehabilitation of Seven Buses	230,400	
SOL070024	Benicia	Install Diesel Particulate Devices	202,400	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM-050041	Caltrain	Signal/Communication Rehabilitation	862,793	2,161,207
CC-050043	ECCTA	Replace 6 1995 40' Gillig buses	2,046,117	
SOL010006	Fairfield	Operating assistance	1,996,190	
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	489,453	1,510,547
ALA050049	LAVTA	Replace 3 1999 24' paratransit	370,780	
NAP970010	Napa	Operating assistance	1,145,532	
SF-970073	MUNI	Cable car vehicle renovation program		806,400
SF-99T002	MUNI	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-99T005	MUNI	Historic Rail Car rehabilitation	5,499,496	2,294,104
SF-050024	MUNI	Wayside Train Control		2,844,000
SF-950037	MUNI	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	MUNI	Trolley Overhead Reconstruction		13,000,000
SM-050037	SamTrans	Replace 19 1999 El Dorado paratransit vans	2,430,464	
SM-050038	SamTrans	Purchase 10 Minivan 2002 4-Year PT Vehicles	466,874	
SON030011	SantaRosa Bus	Operating assistance	659,000	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	Purchase 3 Hybrid Buses	660,865	
SON030012	SantaRosa Bus	Bus Stop Enhancements	26,744	
SON030005	Son Co Transit	Preventive Maintenance	839,957	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,915	
SOL990039	Vacaville	Preventive Maintenance	645,450	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	838,059	
SOL050040	Vallejo	Replace 19 40' Gillig buses	4,566,120	
SOL070025	Vallejo	Ferry Terminal Maintenance Dredging	720,000	
SCL990046	VTA	Preventive Maintenance	27,117,297	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	366,410	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	366,410	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	721,869	1,246,132
SCL050002	VTA	LRT Rail Rehabilitation		1,890,000
SCL050049	VTA	Rail Substation Rehabilitation / Replacement		110,000
CC-050040	Westcat	Replace (2) 35' 1997 35' Thomas buses	665,526	

FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Surplus Funds - Regional Capital Inventory Improvements</u>				
	Regional	Capital Inventory Improvements	1,000,000	
<u>Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million</u>				
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,477,041
<u>Surplus Funds - 80% using 10% flexible set-aside formula</u>				
ALA991070	AC Transit	Preventive Maintenance	10,427,930	
20600003563	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		912,149
	BART	General Mainline Renovation	11,042,923	5,162,883
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	400,000	
CC-050052	CCCTA	On-Board Security Cameras	280,000	
CC-050053	CCCTA	Operations Facility Security Camera System	100,000	
CC-050054	CCCTA	Improved Locks and Alarms at Operations Facilities	52,000	
CC-050055	CCCTA	Emergency Communications Equipment	20,000	
CC-030034	CCCTA	Preventive Maintenance	325,298	
CC-050048	ECCTA	Luminator Demonstration Project	511,904	
MRN991039	GGBHTD	MIS - Maintenance Management System	842,509	
MRN010035	GGBHTD	Radio/AVL System Replacement	1,836,912	
ALA030030	LAVTA	Preventive Maintenance	628,279	
SF-970105	MUNI	Third St. IOS/MME	14,365,875	2,534,125
SF-050036	MUNI	Potrero-Presidio Fall Protection System	600,000	
SF-050036	MUNI	Light Rail Vehicle Safety Mods		2,500,000
SF-050034	MUNI	Light Rail Vehicle-Overhaul Program		2,068,792
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	2,585,456	
SON050016	Son Co Transit	CNG Bus Purchase	124,267	
ALA050062	Union City	Revenue Vehicle Replacement	97,488	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,054,518	
CC-030025	Westcat	Preventive Maintenance	249,824	
<u>Surplus Funds - CARB Needs</u>				
SM-050036	ECCTA	CARB (6) Filters Mitigation for CC-050043	120,000	
	LAVTA	CARB (12) Filters Mitigation for ALA050048	240,000	
	SamTrans	Bus Repl: (76) 40' Alt Fuel Vehicles	1,520,000	
	Vallejo	CARB (27) Filters Mitigation for SOL050040, SOL0500	540,000	
	Vallejo	CARB Replace (3) 1987 40' MCI Buses	1,023,057	
	WestCAT	CARB (11) Filters Mitigation for SOL050040, SOL0500	220,000	
	WestCAT	Replace (6) 1988 35' revenue vehicles (CARB)	1,996,579	
<u>Surplus Funds - Security Needs</u>				
ALA050064	AC Transit	Transit Security Project	4,270,036	
ALA050067	ACE	Security Needs	205,046	
REG050011	BART	High Priority Security Project	22,881,899	
SM-030010	Caltrain	Systemwide Security	2,875,807	
MRN030005	GGBHTD	Transit Safety and Security Improvements	393,000	
SF-030004	Muni	Security Improvements & Graffiti Prevention	2,270,374	
Total Program			161,882,387	111,477,710
Fund Balance			5,143,940	1,319,839

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- 1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 2) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

Date: July 27, 2005

W.I.: 1512

Referred by: PAC

Revised: 02/22/06-C

04/25/07-C

09/26/07-C

03/26/08-C

06/22/11-C

11/16/11-C

Attachment A

Resolution No. 3714

Page 6 of 8

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			208,930,479	124,409,526
<i>Previous Year Carryover</i>			5,095,357	1,319,840
<i>Funds Available for Programming</i>			214,025,836	125,729,366
<i>Enhancement Requirement</i>			1,957,721	
<u>Prior Year Commitments</u>				
SM-030014	Caltrain	Rapid Rail Related Projects Pt. II		2,112,995
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	6,582,831	
ALA050042	ACE	Signal Upgrade	517,857	
BRT99T001	BART	ADA Capital	3,055,143	
SM-050040	Caltrain	ADA Set-aside	161,463	
SM-070032	Caltrain	VMS-PA Systems Integration	880,000	
CC-99T001	CCCTA	ADA Set-aside	676,581	
CC-030035	ECCTA	ADA Set-aside	471,124	
MRN99T001	GGBHTD	ADA Set-aside	1,171,041	
ALA990077	LAVTA	ADA Set-aside	286,579	
NAP030004	Napa VINE	ADA Set-aside	22,481	
SF-990022	SFMTA	ADA Set-aside	3,921,868	
SM-990026	SamTrans	ADA Set-aside	201,698	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	504,000	
SM-050049	SamTrans	Service Support Vehicles	120,000	
SM-070035	SamTrans	Admin. & Maint./Operating Facilities Improvements	217,050	
SOL990040	Vallejo Transit	ADA Set-aside	584,502	
SCL050046	VTA	ADA Set-aside	3,499,495	
CC-990045	WestCat	ADA Set-aside	113,375	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,593,896	
ALA990052	AC Transit	Paratransit Vehicle Lease	500,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	238,982	
REG050006	BART	Strategic Maintenance	5,298,260	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	828,888	
CC-030034	CCCTA	Preventive Maintenance	345,682	
CC-030037	ECCTA	Preventive Maintenance	315,728	
MRN050025	GGBHTD	Facilities Rehabilitation	400,000	
MRN010034	GGBHTD	Preventive Maintenance	1,761,781	
ALA030030	LAVTA	Preventive Maintenance	233,285	
NAP97AM58	Napa VINE	Preventive Maintenance	154,875	
SF-050025	SFMTA	Flynn Facility Ventilation	1,470,431	
SF-050026	SFMTA	Escalator Rehabilitation	2,000,000	
SF-050027	SFMTA	Trolley Coach Rebuild 60 Articulated New Flyers	1,000,000	
SF-991001	SFMTA	Woods Maintenance Facility Rehab	1,000,000	
SM-030023	SamTrans	Preventive Maintenance	640,885	
ALA050044	Union City	Preventive Maintenance	24,165	
SOL030019	Vallejo	Preventive Maintenance	261,395	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	279,421	
SCL990046	VTA	Preventive Maintenance	3,713,227	
CC-030025	WestCat	Preventive Maintenance	61,927	
Total Program Set-asides and Commitments			45,109,915	2,112,995
Funds Available for Programming			168,915,921	123,616,371

Date: July 27, 2005

W.I.: 1512

Referred by: PAC

Revised: 02/22/06-C

04/25/07-C

09/26/07-C

03/26/08-C

06/22/11-C

11/16/11-C

Attachment A

Resolution No. 3714

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FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Capital Projects</u>				
ALA990052	AC Transit	Paratransit Vehicle Lease	777,147	
ALA070046	AC Transit	Zero Emission Bus Advanced Demonstration	1,000,000	
ALA010056	ACE (SJRC)	Track Improvements	8,419	880,441
BRT971001	BART	Rail, Way and Structures Program	239,426	12,760,574
BRT030004	BART	Train Control Renovation		13,000,000
BRT030005	BART	Traction Power		13,000,000
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	5,132,476	2,367,523
SM-050041	Caltrain	Signal/Communication Rehabilitation	3,024,000	
SM-070033	Caltrain	Signal Replacement and Upgrade Program		1,477,561
SM-070034	Caltrain	Caltrain Systemwide Station Improvements		1,200,000
SF-070038	Caltrain	North Terminal Operational Improvements Phase II		1,200,000
SCL050065	Caltrain	Installation of Fixed Fuel Facility	960,000	
CC-050038	CCCTA	Replace 38 LINK vans and 12 flexvans	3,340,622	
SOL010006	Fairfield	Operating assistance	2,530,711	
MRN050025	GGBHTD	Facilities Rehabilitation	8,293,951	
MRN030005	GGBHTD	Transit Safety and Security Improvements	5,000,000	
MRN030011	GGBHTD	Ferry Major Components	40,159	199,841
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	1,262,227	2,000,000
ALA050051	LAVTA	Replace (3) 2000 24' Paratransit Vehicles	397,189	
NAP970010	Napa	Operating assistance	1,859,080	
SF-970073	SFMTA	Cable car vehicle renovation program	355,542	483,114
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	SFMTA	Wayside Train Control		3,200,000
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	SFMTA	Trolley Overhead Reconstruction		13,000,000
SM-050036	SamTrans	Repl. (76) 1993 Gillig 40' buses with hybrid buses	20,000,000	
SM-050039	SamTrans	Replace (10) 2001 El Dorado paratransit vehicles	1,323,963	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	6 Hybrid Electric Bus Purchase	1,395,481	
SON070012	SantaRosa Bus	Downtown Transit Mall Connectivity Improvements	436,681	
SON030012	SantaRosa Bus	Bus Stop Enhancements	29,347	
<u>SOL050035</u>	<u>SolTrans</u>	<u>Replace (2) 2000 Chevy Mini Vans with cut-aways</u>	<u>133,625</u>	
SON050016	Son Co Transit	CNG Bus Purchase	1,756,379	
SON050021	Son Co Transit	Bus Stop Improvement Project	9,782	
SOL050038	Vallejo	Replace 5 1983 40' RTS buses	1,705,095	
SOL050039	Vallejo	Replace 10 Paratransit Vans	483,214	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	835,000	
SOL990039	Vacaville	Preventive Maintenance	1,528,025	
SCL990046	VTa	Preventive Maintenance	8,855,278	
SCL030005	VTa	Guadalupe Corridor LRT Platform Rehab & Retrofit	8,455,660	13,668,548
SCL050044	VTa	Replace Bus Fareboxes	2,377,973	
SCL050045	VTa	ADA Bus Stop Improvements	542,913	
SCL050047	VTa	De Anza Transit Center - Transit Enhancements	398,787	
SCL050048	VTa	CCTV / Video on Demand SecuritySystem	412,730	
SCL050002	VTa	LRT Rail Rehabilitation	1,086,400	
SCL050049	VTa	Rail Substation Rehabilitation / Replacement	522,282	
SCL050050	VTa	LRT Crossovers & Switches	0	
SCL070031	VTa	Chaboya Division Bus wash	796,294	
SCL070032	VTa	Upgrade Light Rail Station Public Address System	1,204,854	
CC-050039	Westcat	Replace 10 2002 Paratransit Vehicles	668,124	

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million</u>				
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,522,959
<u>Surplus Funds - 80% using 10% flexible set-aside formula</u>				
ALA991070	AC Transit	Preventive Maintenance	9,959,337	
ALA050066	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		1,466,082
REG05010	BART	General Mainline Renovation	19,144,513	10,954,652
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	320,000	
CC-050052	CCCTA	On-Board Security Cameras	160,000	
CC-050053	CCCTA	Operations Facility Security Camera System	80,000	
CC-050056	CCCTA	ADA Bus Stops at County Connection Offices	160,000	
CC-030034	CCCTA	Preventive Maintenance	1,804,951	
CC-050057	CCCTA	Scheduling Software Components for Planning	40,000	
CC-050048	ECCTA	Luminator Demonstration Project	488,096	
CC-050029	ECCTA	Park and Ride Lots	2,220,471	
MRN010035	GGBHTD	Radio/AVL System Replacement	663,088	
MRN970017	GGBHTD	Ferry Dredging - Fixed Guideway Replace./Rehab.		737,773
ALA030030	LAVTA	Preventive Maintenance	1,402,730	
SF-050027	SFMTA	Articulated Trolley Coach Rehab	1,798,000	
SF-050034	SFMTA	Light Rail Vehicle Safety Mods	12,002,697	3,997,303
SF-970105	SFMTA	Third St. IOS/MME	2,400,000	
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20	800,000	
SF-970170	SFMTA	SF Muni Trolley Overhead Recon. Program	500,000	
SF-99T002	SFMTA	Cable Car Infrastructure	500,000	
SF-030013	SFMTA	Wayside fare Collection	700,000	
SF-990003	SFMTA	Radio Replacement	4,017,066	
SF-050035	SFMTA	Replace Misc. Equipment	300,000	
SF-050037	SFMTA	Subway Fire Alarm & Detection Systems Replacement	1,500,000	
SF-050038	SFMTA	Potrero/Presidio - Trolley Coach Lifts	2,500,000	
SF-990004	SFMTA	Islais Creek Motor Coach Facility	1,000,000	
SF-030004	SFMTA	Security Improvements & Graffiti Prevention	404,134	
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	3,798,052	
ALA050062	Union City	Revenue Vehicle Replacement	143,210	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,549,094	
CC-030025	Westcat	Preventive Maintenance	366,993	
		Total Program	161,101,269	123,616,372
		Fund Balance	7,814,651	0

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

The 3/26/08 Revision includes the following:

- 1) Sonoma County Transit is funding their replacement of 10 1996 CNG buses with alternative fund sources and will swap out the funds for preventive maintenance.
- 2) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 3) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.
- 4) Golden Gate Transit deferred replacement of 34 1991 40' TMC buses to FY20 in exchange for \$8,293,951 for Facilities Rehabilitation.
- 5) \$133,625 programmed to Benicia for van replacement was reprogrammed to Vallejo and then to SolTrans as part of the consolidation of the operators under SolTrans.

APPENDIX A – 27

Specific Funding Programs

**MTC's FTA Section 5307 and FTA Section 5309
Fixed Guideway Program of Projects
for FY2008-09**

MTC Resolution No. 3854



Date: March 26, 2008
W.I.: 1512
Referred By: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C

ABSTRACT

Resolution No. 3854, Revised

This resolution approves the FY 2008-09 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was amended on April 23, 2008 to program an additional \$25.6 million to BART's Railcar Replacement Project.

This resolution was amended on May 27, 2009 to reconcile the program with the final FY 2008-09 FTA apportionments.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated March 5, 2008, April 9, 2008, May 13, 2009 and November 9, 2011.

Date: March 26, 2008
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3854

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3841; and

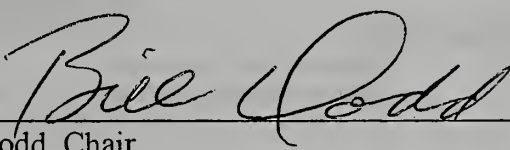
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2008-09 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2008.

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			218,801,549	132,240,508
<i>Previous Year Carryover</i>			7,814,650	0
<i>Funds Available for Programming</i>			226,616,199	132,240,508
<i>Enhancement Requirement</i>			2,134,643	
<u>PY Commitments - deferred from FY08</u>				
REG050010	BART	General Mainline Renovation	1,941,561	2,530,437
MRN050026	GGBHTD	Replace MS Sonoma Ferry Vessel	3,190,824	7,573,176
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	6,754,499	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	509,183	
BRT99T001B	BART	ADA Capital - Enhancements	1,638,209	
BRT99T001B	BART	ADA Capital	1,369,086	
SM-050040	Caltrain	ADA Set-aside	1,040,581	
CC-99T001	CCCTA	ADA Set-aside	666,327	
CC-030035	ECCTA	ADA Set-aside	483,916	
MRN99T001	GGBHTD	ADA Set-aside	1,148,960	
ALA990077	LAVTA	ADA Set-aside	291,986	
NAP030004	Napa VINE	ADA Set-aside	29,068	
SF-990022	SFMTA	ADA Set-aside	3,847,919	
SM-990026	SamTrans	ADA Set-aside	510,411	
SM-070049	SamTrans	Facility/Equipment Rehabilitation/Replacement	38,302	
SM-090018	SamTrans	Schedule & Database Software Enhancements	282,374	
SM-030023	SamTrans	Preventive Maintenance	192,000	
SOL990040	Vallejo Transit	ADA Set-aside	667,254	
SCL050046	VTA	ADA Set-aside	3,685,565	
CC-990045	WestCat	ADA Set-aside	111,237	

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
10% Flexible Set-Aside				
ALA990035	AC Transit	Satcom Expansion	250,000	
ALA990034	AC Transit	Maintenance Facilities Upgrades	1,804,414	
ALA050066	ACE	ACE signal upgrade project	234,599	
REG050006	BART	Strategic Maintenance Program	5,217,655	
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program	435,836	
CC-030034	CCCTA	Preventive Maintenance	340,443	
CC-030037	ECCTA	Preventive Maintenance	324,300	
MRN991039	GGBHTD	Management Information System	752,358	
ALA030030	LAVTA	Preventive Maintenance	239,499	
NAP97AM58	Napa VINE	Preventive Maintenance	221,750	
SM030023	SamTrans	Preventive Maintenance	628,801	
SF070045	SFMTA	Trolley Coach Replacement	400,000	
SF-991001	SFMTA	Woods Lifts	150,000	
SF-070007	SFMTA	C3-Central Control & Communications	2,367,284	
SF-050026	SFMTA	Escalator Rehabilitation	2,050,000	
SF070047	SFMTA	C3-Subway PA and Passenger Display Systems Replacement	400,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	23,710	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	112,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	64,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	126,180	
SOL070042	Vallejo	Fixed/Heavy Equipment	57,600	
SOL070043	Vallejo	Maintenance/Operating Facilities	20,000	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070041	Vallejo	Service Vehicles	48,000	
SOL070040	Vallejo	Office Equipment	134,400	
SOL030019	Vallejo	Preventive Maintenance	39,582	
SCL990046	VTa	Preventive Maintenance	3,766,520	
CC-070095	WestCat	Site security upgrade	60,759	
Zero Emission Bus Advanced Demonstration Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	7,115,273	
SM030023	SamTrans	Zero Emission Bus Advanced Demonstration	1,091,227	
SCL990046	VTa	Zero Emission Bus Advanced Demonstration	2,735,500	
		Total Program Set-asides and Commitments	59,626,953	10,103,613
		Funds Available for Programming	166,989,245	122,136,895
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance	17,881,875	
ALA990052	AC Transit	Paratransit Van Leasing	1,640,000	
ALA050066	ACE (SJRC)	ACE signal upgrade project	326,289	730,711
New	BART	Car Replacement Program		12,565,777
BRT030004	BART	Train Control Renovation		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Rail, Way and Structures Program		13,000,000

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070035	Benicia	Shop Truck Replacement	24,000	
SM-050041	Caltrain	Signal/Communication Rehabilitation	4,664,329	2,835,671
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program		389,479
CC070094	CCCTA	Replace 40 diesel 40' buses	15,189,199	
CC070093	CCCTA	Replace 11 gasoline paratransit vans	646,470	
CC070092	ECCTA	1997 Transit Bus Replacement	4,622,058	
SOL010006	Fairfield	Operating assistance	2,424,006	
MRN030011	GGBHTD	Ferry Major Components	1,852,158	147,842
MRN990017	GGBHTD	Ferry channel & berth dredging	2,391,371	2,000,000
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
ALA070061	LAVTA	Bus Replacement (12) 30' Alt Fuel Vehicles	5,829,268	
NAP970010	Napa	Operating assistance	1,486,778	
SON070023	Petaluma	Bus-30'-Diesel	717,834	
SON070022	Petaluma	Cutaway - 24'	70,016	
SF-970073	SFMTA	Cable Car Vehicle Renovation	500,000	
SF-99T005	SFMTA	Historic Vehicle Rehabilitation	5,000,000	
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab	3,669,425	3,830,575
SF-030013	SFMTA	Wayside Fare Collection Equip	7,500,000	
SF070046	SFMTA	Rehab 170 Neoplans	5,031,982	
SF-950037	SFMTA	Rail Replacement 1998-2009		13,000,000
SF-970170	SFMTA	Overhead Rehab 1998-2009		13,000,000
SF-050024	SFMTA	Wayside/Central Train Control		7,500,000
SM-050036	SamTrans	Bus Repl: (126) 40" Vehicles	20,560,728	
SON050026	Santa Rosa CityBus	Preventive Maintenance	397,048	
SON030011	Santa Rosa CityBus	Operating assistance	1,318,000	
SON070020	Santa Rosa CityBus	Hybrid Electric Bus Purchase (Replacement)	1,277,490	
New	Santa Rosa CityBus	Automated Vehicle Location System	288,138	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	35,357	
SOL070039	SolTrans	Radio Equipment	32,000	
SOL070031	SolTrans	Replacement of two minivans	80,104	
SOL070030	SolTrans	Replacement of one cutaway vehicle	58,770	
SOL070038	SolTrans	GFI Genfare Fare Collection System	52,000	
SOL070037	SolTrans	Security Cameras on Buses	72,000	
SOL070036	SolTrans	Benicia Breeze Maintenance Facility	440,000	
SOL070022	SolTrans	Bus Shelter Replacement - 7	33,600	
SOL070022	SolTrans	Bus Shelter Purchase - 5	24,000	
SOL070035	SolTrans	Shop Truck Replacement	8,000	
SOL070034	SolTrans	Administrative Car	21,695	
SOL070033	SolTrans	Shop Equipment	80,000	
SOL070032	SolTrans	Preventative Maintenance	21,001	
SON03005	Sonoma County Transit	Preventive Maintenance	1,279,826	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,786	
ALA070062	Union City	Purchase Six (6) CNG Buses	2,458,010	
SOL010007	Vacaville	Operating assistance	933,460	
SOL020022	Vallejo	Ferry Major Components Rehabilitation	380,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	152,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	400,000	

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070042	Vallejo	Fixed/Heavy Equipment	240,000	
SOL030019	Vallejo	Preventive Maintenance	1,223,625	
SCL050002	VTA	Rail Replacement and Rehabilitation		1,607,250
SCL070045	VTA	Abatement of Light Rail Left-hand Turn and Intrusion		1,208,141
SCL030005	VTA	Guadalupe Corridor Platform Retrofit		10,019,076
New	VTA	Guadalupe OCS Rehabilitation & Replacement Prog		693,750
SCL050001	VTA	Procure Small Capacity Replacement Buses	3,000,000	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,025,000
SCL070048	VTA	Bus Surveillance Equipment Replacement	421,942	
SCL050045	VTA	Bus Stop Pavement, Duckouts, & Accessibility	449,292	
SXL070046	VTA	Paratransit Vehicles	596,970	
SCL990046	VTA	Preventive Maintenance	27,955,238	
CC070091	Westcat	Purchase of fully validating fareboxes	417,600	
New	WETA	Fixed Guideway Connectors	509,344	1,140,656
Total Program			146,696,078	121,193,930
Fund Balance			20,293,167	942,966

Notes:

- 1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) Funds are programmed to WETA for an Alameda-Oakland Ferry project contingent on the adoption of a transition plan for WETA's assumption of responsibility for maintaining AOF's capital assets.
- 3) AC Transit is exchanging funds programmed for its Zero Emission Bus project and the replacement of 19 60-foot Articulated Buses, (11) 45-foot Suburban Buses, and (6) 45-foot Suburban Buses for \$24,602,980 in preventive maintenance.
- 4) VTA is exchanging funds programmed for its Zero Emission Bus project \$2,735,500 in preventive maintenance.
- 5) Unobligated funds programmed to Benicia were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.

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APPENDIX A – 28

Specific Funding Programs

**MTC's FTA Section 5307 and FTA Section 5309
Fixed Guideway Program of Projects
for FY2009-10 through FY2011-12
MTC Resolution No. 3916**



Date: July 22, 2009
W.I.: 1512
Referred By: PAC
Revised: 04/28/10-C 05/26/10-C
06/22/11-C 11/16/11-C
01/25/12-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram \$17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART (\$80 million) and Caltrain (\$70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of \$17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer \$5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential \$38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional \$10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

ABSTRACT

MTC Resolution No. 3916, Revised

Page 2

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, and January 11, 2012.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3916

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

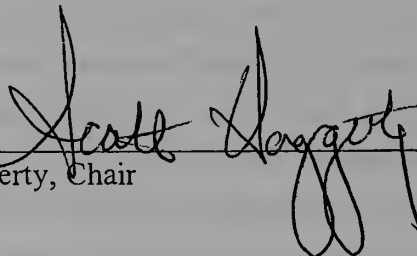
RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		<i>Actual Apportionment</i>	216,919,567	130,450,055
		<i>Previous Year Carryover</i>	20,293,167	942,966
		<i>Funds Available for Programming</i>	237,212,734	131,393,021
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
Flexible Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,856	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg, Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
Economic Reserve				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	18,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg, Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
		<i>Total Program Set-asides and Commitments</i>	75,747,250	5,800,000
		<i>Funds Available for Programming</i>	161,465,484	125,593,021

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power	3,075,781	9,924,219
BRT97100B	BART	Track Replacement Rehabilitation		13,000,000
BRT030005	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		2,520,000
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090024	GGBHTD	Replace 30 - 1998 40' Transit Buses	11,778,870	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintage	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,957
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VRTA	ADA Bus Stop Improvements	417,818	
SCL990046	VRTA	Preventive Maintenance	24,826,384	
SCL090039	VRTA	Security Improvements for Light Rail	439,084	
SCL050002	VRTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VRTA	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floats & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
Total Capital Projects			152,109,259	116,038,026
Total Program			227,856,509	121,838,026
Fund Balance			9,356,226	9,554,995

Notes:

- 1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) AC Transit exchanged \$22,446,863 for replacement of 49 45' suburban buses and \$8,897,914 for replacement of 18 45' OTR coaches for \$31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.
- 3) SamTrans exchanged \$2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.
- 4) Sonoma County Transit exchanged \$215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- 5) Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			216,504,664	132,223,176
<i>Previous Year Carryover</i>			9,819,979	8,901,518
<i>Funds Available for Programming</i>			226,324,643	141,124,694
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
Economic Reserve				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
Vehicle Procurement Reserve				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
<i>Total Program Set-asides and Commitments</i>			68,930,125	0
<i>Funds Available for Programming</i>			157,394,518	141,124,694
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	10,503,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	15,264,600	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
MRN990017	GGBHTD	Ferry Dredging	2,000,000	
MRN090025	GGBHTD	Ferry Propulsion	3,660,000	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	88,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	MTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	MTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	MTA	TP Substation Replacement		4,767,000
SCL050045	MTA	ADA Bus Stop Improvements	442,846	
SOL010006	MTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
New	WestCAT	Bus Wash	150,000	
New	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
New	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
Total Capital Projects			153,641,715	129,704,715
Total Program			222,571,840	129,704,715
Fund Balance			3,752,803	11,419,979

Notes:

- 1) Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
- 3) AC Transit exchanged \$20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. \$3,000,000 of the preventive maintenance funding was deferred to FY12.
- 4) AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which will be reduced by \$17.5M in TCP funds in FY12.
- 5) Caltrain exchanged \$5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the \$5 million, meaning that the share of regional participation in car replacement will decrease by \$5 million.
- 6) CCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for \$5,466,170 in preventive maintenance.
- 7) Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
- 8) SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement.
- 9) SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for \$5,092,763 in preventive maintenance.
- 10) Sonoma County Transit exchanged \$400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- 11) WestCAT deferred \$3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for \$276,500 to upgrade the two remaining buses to 45' OTR coaches, \$150,000 for a bus wash, and \$180,585 for vehicle rehabs.
- 12) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Projected Apportionment</i>			213,257,094	130,239,828
<i>Previous Year Carryover</i>			3,752,803	11,419,979
<i>Funds Available for Programming</i>			217,009,897	141,659,807
<u>Flexible Set-Aside Reserve</u>			0	
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	ADA Operating Assistance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	1,122,296	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SolTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
<u>Economic Reserve</u>				
CC-030037	ECCTA	Preventative Maintenance	278,564	
CC-030025	WestCat	Preventative Maintenance	146,362	
REG110020	WETA	Facilities Rehabilitation	64,411	
<u>Vehicle Procurement Reserve</u>				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
New	Caltrain	Railcar Replacement - RESERVED	18,289,069	9,144,200
<i>Total Program Set-asides and Commitments</i>			98,721,542	20,144,200
<i>Funds Available for Programming</i>			118,288,355	121,515,607
<u>Capital Projects</u>				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA991070	AC Transit	Preventive Maintenance - Reserved	40,000,000	
ALA010056	ACE	Santa Clara Track Improvements	1,460,000	
BRT030004	BART	Train Control		8,000,000
BRT030005	BART	Traction Power	4,590,774	3,409,226
BRT97100B	BART	Track Replacement Rehabilitation	566,055	7,433,945
BRT030005	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
New	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
New	CCCTA	Replace (4) LINK Vans	371,840	
New	CCCTA	Replace (4) Minivans	173,556	
New	ECCTA	1995 Transit Bus Replacement	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	102,299	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,460,379	
New	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	1,048,234	
New	GGBHTD	Replace 3 - 2005 paratransit vans	195,897	
MRN030010	GGBHTD	Fixed Guideway Connectors	1,000,000	
MRN030011	GGBHTD	Ferry Major Component Replacement	400,000	
MRN090025	GGBHTD	Ferry Propulsion	4,260,000	

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
ALA030030	LAVTA	Preventative Maintenance	116,780	
NAP970010	Napa	Operating Assistance	1,416,610	
New	Petaluma	Communication Equipment	46,371	
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
New	SFMTA	Paratransit Van Replacement	206,824	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement	1,174,792	18,825,208
SF-950037B	SFMTA	Rail Replacement		10,290,000
SF-99T002	SFMTA	Cable Car System Rehabilitation		7,500,000
SF-970170	SFMTA	Overhead Rehabilitation		10,290,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
New	SamTrans	Advanced Communication System (ACS) Upgrades	2,115,216	
New	SamTrans	Replacement of 10 2005 El Dorado 22' Cutaways	1,231,388	
SON030011	Santa Rosa CityBus	Operating Assistance	1,318,170	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,491,261	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	34,173	
SON070020	Santa Rosa CityBus	Hybrid Electric Bus Purchase (Replacement)	573,713	
New	SolTrans	Fare Collection Equipment	7,200	
SOL050012	SolTrans	Stations/Curtola/Lemon Bus Transit Center	2,500,000	
SON070024	Sonoma County Transit	Bus Replacement	1,565,233	
SON030005	Sonoma County	Preventive Maintenance	135,000	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,391	
SOL010007	Vacaville	Operating Funds	983,000	
SCL050045	VTA	ADA Bus Stop Improvements	460,559	
SCL990046	VTA	Preventive Maintenance	38,286,489	
SCL050002	VTA	Rail Replacement Program		2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
New	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
New	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
New	VTA	LRV Body Shop Dust Separation Wall		436,000
New	VTA	LRV Maintenance Shop Hoist		2,749,856
New	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
New	VTA	Light Rail Track Crossovers and Switches		579,578
New	VTA	Update Santa Teresa Interlock Signal House		688,000
New	VTA	Diridon Tunnel Radio Replacement		209,600
New	WestCat	Revenue Vehicle Replacement	1,857,205	
New	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
Total Capital Projects			112,660,129	121,515,607
Total Program			211,381,670	141,659,807
Fund Balance			5,628,227	0

Notes:

- 1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) AC Transit deferred \$3,000,000 for preventive maintenance from FY11 to FY12 and exchanged \$19,191,982 for bus replacements for PM in FY12. \$10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
- 3) Caltrain exchanged \$10,000,000 in FY12 funding for Railcar Replacement for \$5,000,000 preventive maintenance in FY11 and 5,000,000 preventive maintenance in FY12. The region will not replace the \$10M for the Caltrain rail cars, meaning that the share of regional participation in Car Replacement will be reduced by \$10M.
- 4) SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement in FY11.
- 5) SamTrans deferred \$24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for \$2,115,216 for Advanced Communication System (ACS) Upgrades.
- 6) Sonoma County Transit exchanged \$135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
- 7) WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- 8) AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which were reduced by \$17.5M in TCP funds in FY12.
- 9) WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- 10) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- 11) VTA used its FY12 fixed guideway project cap of \$9,450,000 and \$6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by \$6,176,383.

APPENDIX A – 29

Project Delivery

**Regional Policy for Enforcing Funding Deadlines
and Project Substitution Requests for Surface
Transportation Program (STP) and Congestion Mitigation
and Air Quality Improvement Program (CMAQ) Funds**

MTC Resolution No. 3606



Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C
07/23/08-C

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

This resolution was revised on July 23, 2008 to advance the obligation and obligation request submittal deadlines in response to a change in Caltrans' release date for unused regional Obligation Authority (OA).

Further discussion of this action is contained in the summary/ MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, April 12, 2006 and July 9, 2008.

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on October 22, 2003

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Regional Project Delivery Policy for SAFETEA STP and CMAQ Funding

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. STP/CMAQ funds may be used for any phase of the project in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. STP/CMAQ funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed under

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Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after February 1 of each fiscal year. In some years OA may not be available for advancements until after April 30, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to April 30.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines. MTC may consult with

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Caltrans and/or the appropriate CMA to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA on May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after April 30, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these Project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional

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competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated, there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

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In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are required to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

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- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after February 1. Agencies should begin the DBE process as early as possible to meet the Caltrans DBE submittal deadline of June 1 the preceding fiscal year. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by March of the preceding federal fiscal year so the process may be complete by the Caltrans due date of June 1 of the preceding fiscal year. This will ensure the DBE requirement has been met by the beginning of the federal fiscal year in October.

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- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until February 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline

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of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline.

- **Submittal Deadline:** February 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** April 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

February 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by February 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

February 1 – April 30 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by April 30. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to April 30, in order to secure the funds within that federal fiscal year.

April 30 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by April 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to April 30 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip: In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of February 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of February 1. Projects in the obligation plan but submitted after February 1 may have OA (and

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thus the obligation of funds) restricted and may have to wait until OA becomes available – either after June 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the February 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy may have OA restricted.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

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- **Invoicing Deadline**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced

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immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

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Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional Project delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff.

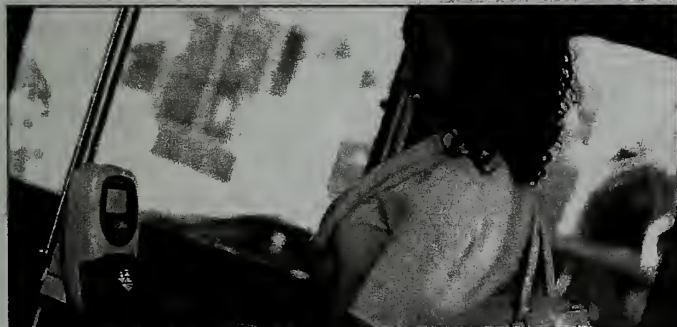
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APPENDIX A – 30

Project Delivery

**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2010
and Federal Fiscal Year 2011**





ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Federal Fiscal Year 2010

(October 1, 2009 – September 30, 2010)



Metropolitan
Transportation
Commission



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ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Federal Fiscal Year 2011
(October 1, 2010 through
September 30, 2011)



Metropolitan
Transportation
Commission

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The full report of the

Annual Listing of Federally Obligated Projects for Federal
Fiscal Year 2010 (October 1, 2009 – September 30, 2010) and
Fiscal Year 2011 (October 1, 2010 – September 30, 2011)

can be viewed as Appendix A-31 on MTC's website at

[http://www.mtc.ca.gov/funding/tip/2013/
Appendices.pdf](http://www.mtc.ca.gov/funding/tip/2013/Appendices.pdf)

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APPENDIX A – 31

2013 TIP Detail

**A Guide to the San Francisco Bay Area's
Transportation Improvement Program,
or TIP**



A Guide to the San Francisco Bay Area's Transportation Improvement Program, or **TIP**

Updated to reflect the Draft 2013 TIP

June 2012



Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP - what it is and how the public can use it to keep informed about projects in their communities.

Table of Contents

- 2 What is the Metropolitan Transportation Commission?**
- 3 What is the Transportation Improvement Program or TIP?**
- 5 A summary of the Draft 2013 TIP**
- 8 How does the TIP relate to the long-range regional transportation plan?**
- 9 How does the TIP relate to the Clean Air Act?**
- 9 How is the TIP funded?**
- 10 Who develops the TIP?**
- 11 How does a project get in the TIP?**
- 14 What happens after a project is included in the TIP?**
- 15 In what ways can the public participate?**
- 16 Where to turn for more information**
- 16 Transportation agencies in the San Francisco Bay Area**

What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



transit, highway, rail, bicycle and pedestrian facilities. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 19-member policy board. Fourteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.

What is the Transportation Improvement Program or TIP?

The TIP describes the transportation investment priorities of the region that have a federal interest. It lists all surface transportation projects that have a federal interest – meaning projects for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a four-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a four-year period.

The TIP lists projects for a period of four years. MTC is required to update the TIP over four years per federal law; MTC updates it every other year.



Illustration: Bud Thon

The TIP identifies a future commitment of funding and signifies that a project may move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the four-year timeframe of the TIP.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds that are reasonably expected to be available over the four-year timeframe of the TIP. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

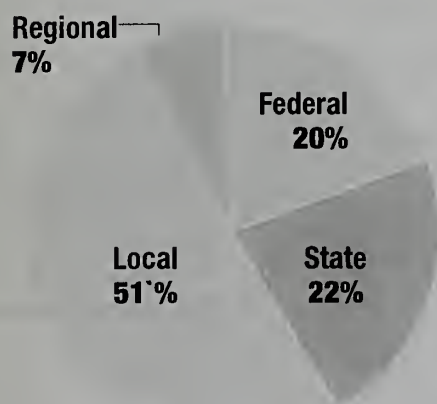
An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

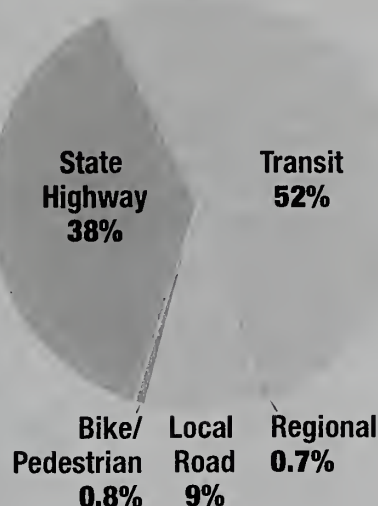
A summary of the Draft 2013 TIP

The Bay Area's Draft 2013 TIP includes approximately 900 transportation projects, and a total of approximately \$11.2 billion in committed federal, state and local funding over the four-year TIP period through fiscal year 2016. See the next page for a map of projects with costs greater than \$200 million.

TIP Funds by Source



TIP Funds by Mode



Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic and geographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: www.mtc.ca.gov/funding/tip/

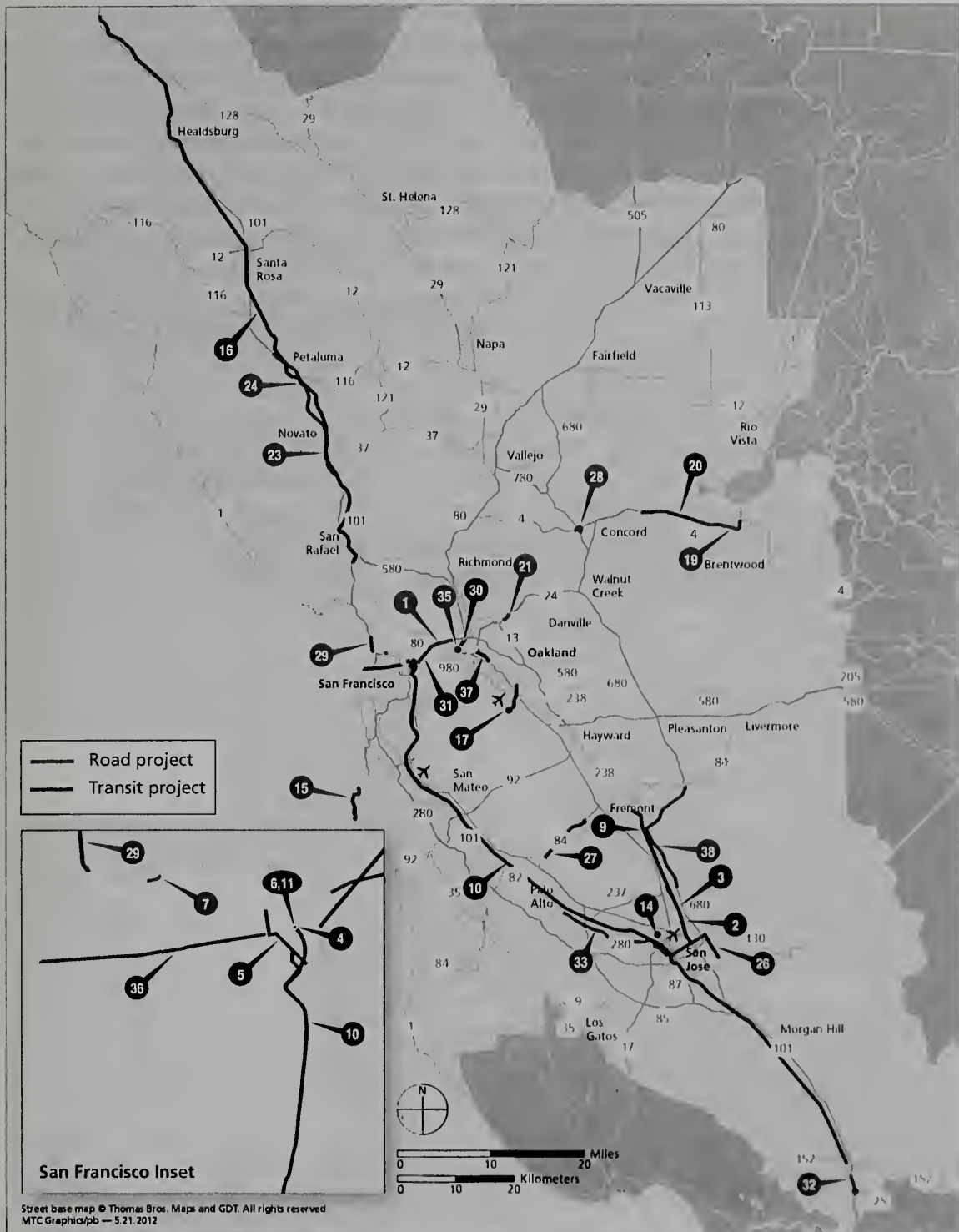
Projects in the Draft 2013 TIP Over \$200 Million

BLUE Transit Project
RED Road Project

1. San Francisco-Oakland Bay Bridge East Span Replacement
Alameda County
\$5.67 billion
2. BART – Berryessa to San Jose Extension
Santa Clara County
\$5.01 billion
3. BART – Warm Springs to Berryessa Extension
Santa Clara County
\$2.52 billion
4. Transbay Terminal/Caltrain Downtown Extension – Ph.1
San Francisco County
\$1.59 billion
5. SF Muni Third St LRT Ph. 2 Central Subway
San Francisco County
\$1.57 billion
6. Transbay Transit Center – TIFIA Loan Debt Service
San Francisco County
\$1.19 billion
7. US-101 Doyle Drive Replacement
San Francisco County
\$1.05 billion
8. BART Railcar Replacement Program**
Multiple Counties
\$1.04 billion
9. BART – Warm Springs Extension
Alameda County
\$890 million
10. Caltrain Electrification
Multiple Counties
\$785 million
11. Transbay Terminal/Caltrain Downtown Extension – Ph. 2
San Francisco County
\$639 million
12. Toll Bridge Rehabilitation Program**
Multiple Counties
\$629 million
13. BART Car Exchange (Preventive Maintenance) **
Multiple Counties
\$609 million
14. San Jose International Airport People Mover
Santa Clara County
\$508 million
15. SR-1 Devils Slide Bypass
San Mateo County
\$505 million
16. Sonoma Marin Area Rail Corridor
Sonoma County/Marin County
\$504 million
17. BART Oakland –Airport Connector
Alameda County
\$484.3 million
18. Valley Transportation Authority: Preventive Maintenance**
Santa Clara County
\$478.8 million
19. SR-4 East Widening from Somersville Rd. to SR-160
Contra Costa County
\$464.5 million
20. E-BART – East Contra Costa County Rail Extension
Contra Costa County
\$459.9 million
21. SR-24 – Caldecott Tunnel 4th Bore
Alameda County/
Contra Costa County
\$420.3 million
22. AC Transit: Preventive Maintenance Program**
Alameda County
\$392.4 million
23. US-101 HOV Lanes — Marin-Sonoma Narrows (Marin)
Marin County
\$372.7 million
24. US-101 Marin-Sonoma Narrows (Sonoma)
Sonoma County
\$372.7 million
25. Freeway Performance Initiative (FPI)**
Multiple Counties
\$364 million
26. Capitol Expressway LRT Extension
Santa Clara County
\$334 million
27. Dumbarton Rail Service (PE and ROW only)
Alameda County/San Mateo County
\$301 million
28. I-680/SR-4 Interchange Reconstruction – Phases 1-5
Contra Costa County
\$297.5 million
29. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A
Marin County/San Francisco County
\$274.4 million
30. Outer Harbor Intermodal Terminals (OHIT)
Alameda County
\$274.3 million
31. BART Transbay Tube Seismic Retrofit
Multiple Counties
\$265.4 million
32. SR-25/Santa Teresa Blvd/US-101 Interchange
Santa Clara County
\$237.3 million
33. El Camino Real Bus Rapid Transit
Santa Clara County
\$233.4 million
34. Caltrain Positive Train Control**
Multiple Counties
\$232.7 million
35. 7th Street Grade Separation and Roadway Improvement
Alameda County
\$220.5 million
36. Geary Bus Rapid Transit
San Francisco County
\$219.8 million
37. Enhanced Bus – Telegraph/International/East 14th
Alameda County
\$205.2 million
38. I-680 Sunol Grade – Alameda SB HOV, Final Phase
Alameda County
\$203.3 million

** These projects not shown on map

Projects in the Draft 2013 TIP With Costs Greater Than \$200 million



How does the TIP relate to the long-range regional transportation plan?

Regionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan, currently the Transportation 2035 Plan for the San Francisco Bay Area, is required by federal law and is a blueprint for transportation investment decisions over a 25-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The TIP translates recommendations from the Transportation 2035 Plan into a short-term (four-year) program of improvements focused generally on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.

How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Prior to adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.

How is the TIP funded?

Funding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.

Who develops the TIP?

TC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; and city and county public works representatives. The Partnership Board and subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.

How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration of inclusion in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.

Follow a Transportation Project From Idea to

New Project Ideas and Local Review

MTC's Long-Term Regional Transportation Plan

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward 25 years. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

How You Can Make a Difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.

Implementation

MTC's Project Selection Process

Construction/ Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC updates the TIP every two years, and it is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/get_involved).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.

What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be constructed or completed.

In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a 30-day public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/get_involved/participation_plan.htm.

Where to turn for more information

Visit the MTC website at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the MTC-ABAG Library.

The Transportation Improvement Program

www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan

www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC

www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System

www.mtc.ca.gov/funding/fms_intro.htm

Transportation Improvement Program

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ssrinivasan@mtc.ca.gov

Adam Crenshaw (510) 817-5794
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Federal Transit Administration Programs

Glen Tepke (510) 817-5781
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State Funding Programs

Kenneth Kao (510) 817-5768
kkao@mtc.ca.gov

MTC Public Information

(510) 817-5757 or info@mtc.ca.gov

MTC-ABAG Library

(510) 817-5836 or library@mtc.ca.gov

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If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

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Transportation agencies in the San Francisco Bay Area

Major Transit Agencies

Altamont Commuter Express (ACE)

209.944.6220

Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

Bay Area Rapid Transit District (BART)

510.464.6000

Bay Area Water Emergency Transit Authority

415.291.3377

Central Contra Costa Transit Authority (County Connection)

925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

Fairfield/Suisun Transit (FAST)

707.422.2877

Golden Gate Bridge, Highway and Transportation District

415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

Napa County Transportation Planning Agency (VINE)

707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

San Mateo County Transit District (SamTrans)

650.508.6200

Santa Clara Valley Transportation Authority (VTA)

408.321.2300

Santa Rosa Department of Transit and Parking

707.543.3333

Solano County Transit (SolTrans)

707.648.4666

Sonoma County Transit

707.585.7516

Transbay Joint Powers Authority

415.597.4620

Western Contra Costa Transit Authority (WestCAT)

510.724.3331

Major Airports and Seaports

Port of Oakland

510.627.1100

Port of San Francisco

415.274-0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.535.3500

San Francisco International Airport

415.821.8211

Regional Agencies

Association of Bay Area Governments
510.464.7900

Bay Area Air Quality Management District
415.771.6000

Metropolitan Transportation Commission
510.817.5700

San Francisco Bay Conservation and Development Commission
415.352.3600

County Transportation Agencies

Alameda County Transportation Commission
510.208.7400

Contra Costa Transportation Authority
925.256.4700

Transportation Authority of Marin
415.226.0815

Napa County Transportation Planning Agency
707.259.8631

San Francisco County Transportation Authority
415.522.4800

City/County Association of Governments of San Mateo County
650.599.1406

Santa Clara Valley Transportation Authority
408.321.2300

Solano Transportation Authority
707.424.6075

Sonoma County Transportation Authority
707.565.5373

State Agencies

California Air Resources Board
916.322.2990

California Highway Patrol, Golden Gate Division
707.648.4180

California Transportation Commission
916.551.4100

Caltrans, District 4
510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9
415.947.8021

Federal Highway Administration, California Division
916.498.5001

Federal Transit Administration, Region 9
415.744.3133

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APPENDIX A – 32

2013 TIP Detail

**Air Quality Conformity Analysis
MTC Resolution No. 4076**





Transportation Air Quality Conformity Analysis for the 2013 Transportation Improvement Program

Administrative Draft

Metropolitan Transportation Commission

Revised May 23, 2012

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1 Summary of Conformity Analysis

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 (MTC Resolution No. 3975), and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010.

MTC is required to prepare and adopt an updated TIP every two years. In accords with federal programming requirements, MTC has prepared the 2013 TIP, which is the subject of this conformity analysis.

The 2013 TIP covers four years of programming, starting with fiscal years 2012-13 through 2015-16. The 2013 TIP predominantly includes the 2011 TIP projects. It does add in new exempt and non-exempt phases (right-of-way and construction) for projects derived from the financially constrained Transportation 2035 Plan so long as the total project cost (including those project costs that are programmed outside the TIP period), scope and the analysis year for the project (as modeled in the latest conformity analysis) are consistent with the Transportation 2035 Plan. Appendix A lists out projects amended into the 2013 TIP. Note that all projects to be included in the 2013 TIP are consistent with the Transportation 2030 Plan and meet all the financial constraint requirements.

Since the 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Thus, MTC staff proposes to use the latest conformity analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program as the basis for the conformity determination for the 2013 TIP. The latest conformity analysis is included in the report "*Final Transportation Air Quality Conformity Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program*," which was approved by FHWA/FTA, in consultation with US EPA, on December 14, 2010. Note that this latest conformity determination includes regional conformity to the PM_{2.5} requirements, which took effect on December 14, 2009.

For purposes of the conformity analysis, MTC states for the record:

1. **Latest Planning Assumptions, Emissions Model and Budget Comparison:** No new regional emissions analysis is necessary for the conformity determination for the 2013 TIP. This conformity determination is based on the regional emissions analysis performed for the Transportation 2035 Plan and 2011 TIP. The latest planning assumptions, emissions model and budget comparisons are as reflected in the regional emissions analysis. Please refer to the above referenced conformity report for details on this analysis.

2. **TCM Implementation:** The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan are fully implemented. All information on the timely implementation of the TCMs in the above referenced conformity report is current.
3. **Reliance on the Previous Regional Emissions Analysis:** Since the conformity determination for the 2013 TIP relies on the previous regional emissions analysis, MTC is required to meet the requirements of 40 CFR §93.122(g), as follows:

(g) Reliance on previous regional emissions analysis.

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 ("Motor vehicle emissions budget") or 93.119 ("Interim emissions in areas without motor vehicle emissions budgets") without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

- (i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;*
- (ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;*
- (iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and*
- (iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.*

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

- (i) Not regionally significant; or*
- (ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.*

The 2013 TIP meets these requirements:

- The TIP contains all the projects, which must be started in the TIP's timeframe in order to achieve the highway and transit system envisioned in by the regional transportation plan (Transportation 2035 Plan).
- All TIP projects which are regionally significant are included in the Transportation 2035 Plan and have a design concept and scope adequate to determine their contribution to the Transportation 2035 Plan's regional emissions at the time of the regional transportation plan's conformity determination. Note that there are no new non-exempt, regionally significant projects being proposed for the 2013 TIP that was not already identified in the financially constrained Transportation 2035 Plan.
- The design concept and scope of each regionally significant project in the TIP is not significantly different from those described in the Plan.
- All projects in the 2013 TIP are from a conforming Plan. Allocating funds to these projects will not delay the implementation of projects in the Plan or TIP, which are necessary to achieve the highway and transit system envisioned by the Plan.

4. **Results of Previous Regional Emissions Analysis Comparing the Motor Vehicle Emissions to Budgets:** Motor vehicle emissions in the Bay Area must not exceed the applicable budgets measured in tons per day for the volatile organic compounds (VOCs), nitrogen oxides (NO_x) and carbon monoxide (CO) as contained in the State Implementation Plan (SIP). In addition, to demonstrate PM_{2.5} conformance, the PM_{2.5} regional emissions analysis, which was based on No Build/Build emissions test, must show that the emissions from the Build scenario not exceed the No Build scenario. Relevant tables from the previous regional emissions analysis are provided below. Please refer to the above referenced Conformity Report for details on this analysis.

Table 1: VOC and NO_x Emissions Budget from 2001 Ozone Attainment Plan (Tons/Day)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
NO _x	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

Table 2: Vehicle Activity Forecasts

	2015	2025	2035
Vehicles in Use	5,188,500	5,843,400	6,323,000
Daily VMT (1000s)	165,000	183,600	198,200
Engine Starts	34,401,600	38,428,400	41,477,100

*Table 3a: Emissions Budget Comparisons for Ozone Precursors (Tons/Day)**

Year	VOC Budget**	On-Road Motor Vehicles VOC	TCMs***	Net Emissions
2015	164.0	69.08	(0.3)	68.78
2025	164.0	46.98	(0.3)	46.68
2035	164.0	35.19	(0.3)	34.89

Year	NO _x Budget*	On-Road Motor Vehicles NO _x	TCMs**	Net Emissions
2015	270.3	103.07	(0.5)	102.57
2025	270.3	59.96	(0.5)	59.46
2035	270.3	40.80	(0.5)	40.30

*Emissions for summertime and wintertime

**2001 Ozone Attainment Plan

***The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

Table 3b: Emissions Budget Comparisons for Carbon Monoxide (Tons/Day)

Year	2004 CO Budget**	Estimated CO
2015	1,850	581.84
2018	1,850	506.63***
2025	1,850	331.15
2035	1,850	252.99

*Emissions for summertime and wintertime

**2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas

***Estimated CO emissions for 2018 is extrapolated from the 2015 and 2025 analysis years.

Table 4: Emissions Reductions for Transportation Control Measures (TCMs) A-E in State Implementation Plan through December 2006 (Tons/Day)

TCM	VOC Emission Reductions through December 2006	NOx Emission Reductions through December 2006
TCM A Regional Express Bus Program	0.20	0.20
TCM B Bicycle/Pedestrian Program	0.04	0.03
TCM C Transportation for Livable Communities	0.08	0.12
TCM D Expansion of Freeway Service Patrol	0.10	0.25
TCM E Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Table 5: Vehicle Activity Forecasts for PM2.5 Build/No Build Test

	2015		2025		2035	
	No Build	Build	No Build	Build	No Build	Build
Vehicles In Use	5,322,900	5,188,500	5,856,400	5,843,400	6,363,800	6,323,000
Daily VMT (1000s)	169,200	165,000	184,000	183,600	199,400	198,200
Engine Starts	35,295,600	34,401,600	38,515,800	38,428,400	41,747,800	41,477,100

Table 6: Emissions Comparisons for Build/No Build Test for PM2.5*

	2015		2025		2035	
	No Build	Build	No Build	Build	No Build	Build
PM_{2.5}	5.92	5.66	5.87	5.78	6.36	6.14
NO_x	112.63	109.55	60.36	60.16	42.87	42.85

5. **Financial Constraint:** The 2013 TIP is financially constrained based on revenue estimates from the State at the time of its preparation.
6. **Interagency and Public Consultation:** MTC initiated interagency consultation on the 2013 TIP by discussing the conformity approach for the 2013 TIP with the Air Quality Conformity Task Force on April 26, 2012. The Conformity Task Force had an opportunity on May 24, 2012 to review and comment on the administrative draft conformity analysis for the 2013 TIP prior to MTC releasing the draft analysis for 30-day public review period.

Next Steps

The public review period for the draft conformity analysis will begin on June 22, 2012 and end on August 9, 2012. This comment period extends beyond the 30-day comment period for the conformity analysis in order to synchronize the review for the TIP and conformity analysis. On July 11, 2012, MTC's Programming and Allocations Committee will hold a public hearing on the 2013 TIP, wherein comments on the draft conformity analysis are welcomed. MTC's Programming and Allocations Committee is scheduled to review and approve the proposed final conformity analysis at its September 12, 2012 meeting, and the Commission is scheduled to approve it at its September 26, 2012 meeting (MTC Resolution No. 4076).

2 Response to Comments

The 30-day comment period for the draft conformity analysis will close on August 9, 2012. MTC will respond to written comments received on the draft conformity analysis, and include the responses in the final conformity analysis.

3 Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with U.S. EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 3757.
- The Transportation 2035 Plan and 2013 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For carbon monoxide, motor vehicle emissions in the Transportation 2035 Plan and 2013 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the Transportation 2035 Plan and 2013 Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the national 8-hour ozone standard.

- For PM2.5 and NOx, the Build/No Build test shows that the motor vehicle emissions are lower under the Build scenario when compared to the No Build scenario.

Appendix A: 2013 TIP Project Listing

Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
ALA010003	21112	Alameda County	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety Improvements, shoulder widening and curve realignment.	Crow Canyon Safety Improvements	Update funding plan	EXEMPT (40 CFR 93.126) - Shoulder Improvements	2025
ALA050015	21132	BART	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including new station at Irvington.	Update funding plan	NON-EXEMPT	2025
ALA050064	94526	AC Transit	AC Transit: District facilities and Buses; Install cameras on District's buses and at District's facilities, including the passenger transfer stations, also fund design and fabrication of a mobile emergency-	Transit Security Project	Update funding plan	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2035
ALA070009	98207	ACTC	Oakland: Between Oak Street and Union Street; Perform study to develop alternatives to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.	I-880/Broadway-Jackson Interchange	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2025
ALA070012	21011	Oakland	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.	Oakland Coliseum TOD	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA070039	22007	Oakland	Oakland: From Jack London Square to 66th Avenue; Construct new segments of the Bay Trail.	Oakland Waterfront Bay Trail	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA070062	21017	Union City	Union City: Purchase Six (6) CNG Buses to replace 6 diesel buses.	Union City Transit: Purchase Six (6) CNG Buses	Update funding plan	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
ALA090011	230703	AC Transit	I-680 Express Bus Service	Dublin/Pleasanton to San Jose: I-680 Express Bus Service from Dublin/Pleasanton BART to San Jose VTA/ACE stations	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
ALA090016	21093	Hayward	RT 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
ALA090019	230091	ACTC	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/I-238/I-580. Install monitoring and signalization I-880, I-238 and I-580.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
ALA090023	22783	Alameda County	Fruitvale Avenue Roadway Bridge Seismic Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility	Update funding plan	NON-EXEMPT	2025

Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
ALA090035	94527	LAVTA	LAVTA - Replace 3 Eldorado Paratransit Vehicles of 2002 Vintage 22 foot diesel cutaways.	LAVTA - Replace 3 Paratransit Vehicles	Delete project from the TIP as the funds are being redirected	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
ALA110004	98208	ACTC	Oakland: I-580 Eastbound between west of 14th Avenue to Ardley Avenue - Construct noise barriers on route between PM 41.7 to PM 42.2	I-580 Oakland 14th to Ardley Noise Barriers	Update funding plan	EXEMPT (40 CFR 93.126) - Noise attenuation	2035
ALA110013	21011	Livermore	In Livermore: Extend Iron Horse Trail from Livermore ACE Station to K Street with a trail spur connection from Iron Horse Trail to the intersection of Livermore Ave/Railroad Ave.	Iron Horse Trail Extension in Downtown Livermore	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA110030	22007	Albany	In Albany: On Martin Ave/Buchanan St. between San Pablo Ave. and Buchanan bridge overcrossing. Construct a bike/ped path, install a bike/ped signal, and related improvements at several locations within	Albany - Buchanan Bicycle and Pedestrian Path	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA110031	22007	Pleasanton	In Pleasanton: Two segments of Foothill Road: install northbound and southbound bicycle lanes including realignment of two freeway ramps, installation of traffic signals, and roadway restriping.	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA130001	21011	MTC	SFOBB Gateway Park	SFOBB Gateway Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge	Amend in a new project for SFOBB Gateway Park with RIP funds and Bridge funds.	NON-EXEMPT	2035
ALA130002	22007	Oakland	Oakland: Over Embarcadero and UPRR tracks between Estuary park and Lake Merritt: Construct ADA accessible bicycle pedestrian bridge to Link Bay Trail to Lake Merritt.	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA130003	21154	AC Transit	AC Transit: Purchase 27 40-foot replacement buses for use on local routes	AC Transit: Procure (27) 40' Urban Buses	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
ALA130004	21154	AC Transit	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	AC Transit: Procure (27) 60' Artic Hybrid Buses	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
ALA130005	21154	AC Transit	AC Transit: Procure 25 replacement 40-foot suburban buses	AC Transit: Procure (25) 40' Suburban Buses	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
ALA130006	22007	Oakland	Oakland: Adjacent to 19th St BART: construct a street level bicycle station	Oakland 19th Street Uptown Bike Station	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
ALA991077	21011	Alameda County	Alameda County: On East 14th St./Mission Blvd between Thrush St and Rufus Court; Construct "bulb-outs" in conjunction with larger streetscape improvement in redevelopment area. HPP #308	E. 14th St/Mission Blvd Streetscape Improvements	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
CC-050010	94558	CCCTA	Pacheco Transit Hub: Construct Bus Transfer Station and expanded park and ride facility.	Pacheco Transit Hub	Update funding plan	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2035

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TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
CC-050025	21211	BART	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	Update funding plan	NON-EXEMPT	2025
CC-050030	98198	CC County	Contra Costa County Vasco Road Safety Improvements	Contra Costa County: Vasco Rd from Walnut Blvd to the Alameda/Contra Costa County line: Road improvements including concrete median, pavement widening as necessary.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-050075	230693	Danville	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter, & At-I-80/Central Ave; Modifications and reconfiguration to interchange (Ph 1, federal funded) and connecting Pierce & San Mateo streets south of Central Ave. (Ph 2, local funded) plus some traffic	Crow Canyon/Camino Tassajara Intersection Imp.	Update funding plan	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
CC-050076	9404B	Richmond		I-80/Central Ave Interchange Modification	Update funding plan	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2035
CC-070011	22607	Brentwood	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Sunset Rd, including widening of bridge over Marsh Creek: traffic signal modifications, and utilities	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070012	22607	Brentwood	SR4 (Brentwood Boulevard) Widening (South)	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070013	22607	Brentwood	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	Lone Tree Way Undercrossing	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2035
CC-07001B	98133	CC County	Pacheco Blvd Widening and Realignment	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road; Widen roadway to 2 lanes in each direction and realign. Project will be constructed in phases.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070022	230685	CCTA	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	Update project schedule and change the funding year for RTP-LRP funds from FY2015 to FY2017. Also update project name from HOV closure to HOV extension.	NON-EXEMPT	2025
CC-070022	230685	CCTA	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070075	98115	CC County	Kirker Pass Road Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road; Construct south and north truck climbing lanes to improve traffic flow.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070079	22607	CC County	Byron Hwy Extension	Byron: On Byron Highway between Bethel Island and Delta Road. Construct bridge over Rock Slough and extend road as a 4-lane facility (2 lanes in each direction).	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025

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CC-070081	22607	CC County	Byron Highway - Vasco Road Connection	Construct an east-west connection road between Byron Highway and Vasco Road.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-070090	22353	CCTA	I-680 HOV Southbound Lane Extension	Re-stripe I-680 in the Southbound direction to extend the HOV lane; approximately from 0.9 miles north of Livorna Rd to Livorna Rd. Subset of CC-050028 project	Archive project from the TIP because the project has been completed and is open for service.	NON-EXEMPT	2015
CC-090003	22610	CC County	N. Richmond Truck Route	Complete preliminary engineering, environmental review and initiate right-of-way acquisition for extension of Soto Street (two lane facility) from Market Avenue to Parr Blvd.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
CC-090012	94045	AC Transit	Procure New Express Buses for I-80 HOV	AC Transit: Procure new express buses for I-80 HOV service	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
CC-090016	22614	Martinez	Construct Martinez Intermodal Station (Phase 3)	Construct Martinez Intermodal Station (Phase 3) including an additional 425 parking spaces and vehicle and pedestrian bridges	Delete this listing as the scope already exists under TIP ID CC-030004.	NON-EXEMPT	2025
CC-090024	98134	CC County	Widen Dougherty Road to 6 lanes from Red Willow	Dougherty Rd Widening from Red Willow to Contra Costa County Line	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
CC-090027	230090	AC Transit	Expand WCCC Transit Facilities	Expand and enhance AC Transit Facilities in Western Contra Costa County, including environmentally sustainability projects, zero emission improvements, and a new operating facility	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
CC-090029	230196	AC Transit	Environmental Sustainability Program	Implement and enhance AC Transit Environmental Sustainability Program, including but not limited to improved systems for mitigating waste and improving environmental practices.	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
CC-090031	230196	AC Transit	San Pablo Dam Road Transit Priority Measures	Implement transit priority measures on San Pablo Dam Rd., including various passenger amenities, and speed improvement techniques	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
CC-090087	230693	Richmond	Richmond: Carlson Boulevard Improvements	Carlson Boulevard Carlson Boulevard Improvements and Pavement Rehabilitation Improvements from Tehama Avenue to south city limits.	Archive project from the TIP because the project has been completed and is open for service.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
CC-110081	230631	Caltrans	Oakley to Port Chicago, Track Seg. 3, Phase 2	Oakley to Port Chicago, Track Seg. 3, Phase 2	Amend a new non-exempt project into the TIP using \$20.5M in FY14 CON STIP funds	NON-EXEMPT	2015
MRN050025	94572	GGBHTD	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	GGBHTD: Facilities Rehabilitation	Update funding plan	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2035
MRN090001	230252	MCTD	Expand Marin County local bus service	Expand local bus service in Marin County	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025

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MRN090007	230060	Various	Transit Priority Measures on Transit Corridors	Marin County: Implement Transit Priority Measures on major transit corridors	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2035
MRN090024	94572	GGBHTD	GGBHTD: Replace thirty 1998 40' NOVA Buses with new buses.	GGBHTD: Replace 30 - 1998 40' Transit Buses	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
MRN090033	94572	GGBHTD	Golden Gate Transit: ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
MRN090034	94572	GGBHTD	GGBHTD: Replace 30 - 1997 45' MCI Buses at the end of their useful life. Buses no. 601-630.	GGBHTD: Replace 30 - 1997 45' MCI Buses	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
MRN090035	94572	GGBHTD	GGBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways. Vans to be replaced: unit nos. 60-66.	GGBHTD: Replace 7 - 2005 Paratransit Vans	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
MRN110027	94572	GGBHTD	GGBHTD: Replace 2 - 1998 45' over-the-road buses that have reached the end of their useful life.	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
MRN110028	94572	GGBHTD	GGBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.	GGBHTD - Replace 3 - 2005 Paratransit Vans	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
MRN130001	230711	GGBHTD	Larkspur Ferry Terminal Parking Garage	The Golden Gate Bridge Highway and Transportation District (GGBH&TD) is proposing to construct a new three story parking structure to be located at its Larkspur Ferry Terminal (LFT)	Update scope to add the Larkspur Ferry Terminal Parking Garage to the project	NON-EXEMPT	2025
MRN990017	94572	GGBHTD	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	Ferry channel & berth dredging.	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2035
MITC050006	230713	Caltrans	Grouped Listing: SHOPP-Mobility: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3	GL: Safety Improvements - SHOPP Mobility Program	2013 TIP Development - Split out ongoing projects to VAR130001 along with \$89.36M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
MITC050009	230713	Caltrans	Grouped Listing: SHOPP - Roadway Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	2013 TIP Development - Split out ongoing projects to VAR130003 along with \$109M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
MITC050011	230713	Caltrans	GL: SHOPP - Collision Reduction. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Imprv. - SHOPP Collision Reduction	2013 TIP Development - split remaining projects along with \$166M in funding to VAR130004 and archive this grouped listings as the remaining projects have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
NAP090005	21017	NCTPA	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	NCTPA: Replace Rolling Stock	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
REG050020	94525	BART	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	BART Car Exchange (Preventive Maintenance)	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2035
REG070001	230713	Caltrans	Grouped Listing for SHOPP - Emergency Response. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts.	GL: Emergency Repair - SHOPP Emergency Response	2013 TIP Development - Split out ongoing projects to VAR130005 along with \$187M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035

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REG070008	230713	Caltrans	GL: Safety Imprv - High Risk Rural Roads (HR3). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads.	GL: Safety Imprv - High Risk Rural Roads (HR3)	2013 TIP Development - Split out ongoing projects to VAR130006 along with \$6.3M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
REG070009	230713	Caltrans	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Imprv - Highway Safety Improvement Program	2013 TIP Development - Split out ongoing projects to VAR130007 along with \$21.8M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program Implementation	2035
REG090001	230715	Caltrans	GL: Safety Improvements - Safe Routes to School (SRTS) program. At various locations, Safe Routes to School (SRTS) projects. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	GL: Safety Improvements - SRTS	2013 TIP Development - Split out ongoing projects to VAR130012 along with \$9.7M in funding and archive this grouped listing as the remaining funds have been obligated	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program Implementation	2035
REG090037	94525	BART	BART: Replace 669 Railcars.	BART: Railcar Replacement Program	2013 TIP Development - update funding plan to reprogram RTP-LRP funds to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
REG090053	22481	Caltrain	Caltrain: Systemwide: Capitalized maintenance activities for the Caltrain fleet, equipment and facilities.	Caltrain: Preventive Maintenance	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2035
REG090054	21017	WETA	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	WETA: Ferry Channel & Berth Dredging	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2035
REG090058	230703	Caltrans	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	GL: Pymt Resurf/Rehab SHS - Highway Maint.	2013 TIP Development - Split out ongoing projects to VAR130031 along with \$22.3M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
REG110013	230550	Alameda County	Various Locations: Purchase 90 EVs and install 90 EV charging stations in various jurisdictions. Smart driving with 20 real-time fuel economy gauges in gas vehicles. Pilot fleet carshare (4 cars) in ALA	Local Government EV Fleet Program	Update funding plan	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2035
REG110017	230550	SFMTA	San Francisco and San Jose: Install up to four battery switch stations. Purchase up to 25 electric vehicles for neighborhood tax services in San Francisco. Includes project evaluation.	Electric Vehicle Taxis and Battery Switch Stations	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2035
REG110025	22481	Caltrain	Caltrain: Systemwide: Development of the Caltrain Transit Asset Management System (CTAMS)	Caltrain Transit Asset Management System (CTAMS)	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Planning and technical studies	2035
REG110026	230716	MTC	GL: New Freedom FY2010 & FY2011 Large UA. Various Cycle 4 (FY10 & FY11) New Freedom projects in large urbanized areas	GL: New Freedom FY10 & FY11 Large UA	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
REG110027	22711	Caltrans	Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing. Project Incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	GL: Elderly & Persons with Disability Program	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
REG110031	230703	MTC	Regional Express Lane Network Ph1-2	Convert existing HOV lanes to express lanes and widen to add new express lanes on freeway segments that constitute early phases of the Regional Express Lane Network	Amend in a new non-exempt project for the express lane network	NON-EXEMPT	2035

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REG130001	21013	MTC	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2025
REG130001	21013	MTC	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Toll Bridge Rehabilitation Program	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2035
SCLOS0081	22247	San Jose	In San Jose: From I-880 to Bay Trail; Construct 6.4 mile trail including pavement, gateways, seating, signage, etc. HPP# 1943	Lower Guadalupe River Trail	Update funding plan to reflect delay in project schedule and scope	EXEMPT (40 CFR 93.126) - 8icycle and pedestrian facilities	2035
SCLOS0082	22247	San Jose	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Preparation of CNST and ENVR documents for 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpassess	Bay Trail Reach 9	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - 8icycle and pedestrian facilities	2035
SCLOS0085	22979	VTA	US101/4th St overpass & 4th/Zanker/Skyport	San Jose: US 101: Construct new overpass at 4th Street and Zanker Road to connect with Skyport Drive.	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025
SCLO70003	21714	VTA	SR 25/Santa Teresa Blvd/US 101 IC	In Gilroy: SR 25 and US 101 interchange; Reconstruct interchange and widen Route 101 from 4 to 6 lanes BTW Rt 25 and Monterey Highway.	Update funding plan	NON-EXEMPT	2025
SCLO70004	22965	San Jose	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury Interchange; Construct full interchange.	Update funding plan	NON-EXEMPT	2025
SCLO90003	230449	San Jose	Charcot Avenue Extension over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90007	230645	San Jose	North San Jose Intersection Improvements	In San Jose: Improve the North 1st Street "core area grid."	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90008	230644	San Jose	San Jose: Various Intersection Improvements	In San Jose: Construct various intersection improvements.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90015	230363	San Jose	I-880/Montague Expressway Interchange Improvements	In San Jose: Construct I-880/Montague Expressway interchange improvements.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90017	230273	Santa Clara Co	Widen Montague Expwy bet Trade Zone & Park Victor	In Santa Clara County: Widen Montague Expressway between Trade Zone and Park Victoria.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90027	230262	Santa Clara Co	US 101/Montague Expressway Interchange	Reconfigure current interchange into a "parclo" interchange at US 101 and Montague Expressway.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90030	230674	VTA	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90040	98119	VTA	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SCLO90046	21011	San Jose	In San Jose: along the Lower Guadalupe River Trail beneath Tasman Drive referred to Tasman Drive Underpass.	Lower Guadalupe River Trail-Tasman Drive Underpass	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SCLL10002	230662	VTA	Santa Clara County - US 101 Express Lanes	Santa Clara County: US 101 from Dunne Ave in Morgan Hill to San Mateo county line in Palo Alto; Convert existing US 101 HOV lane to express lane and add a second express lane.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025

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SCL110003	22873	Santa Clara Co	Brig# 37C0117, Loyola Dr Bridge Widening	HBP: In Los Altos: Widen Loyola Drive Bridge (Bridge No. 37C0117) over Foothill Expressway. (VAR951007).	Remove project from 2013 TIP as an individually listed project because project is exempt and is included in the HBP Lump Sum listing (VAR951007).	EXEMPT (40 CFR 93.127) - Intersection Channelization Projects	2025
SCL110008	230676	VTA	SR 237 Express Lanes: I-880 to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	Update the funding plan to reprogram \$1.5M in ENV Other Local from FY14 to FY12, \$1.5M in PSE RTP-LRP from FY15 to FY13, and \$11.9M in CON RTP-LRP from FY16 to FY14 and change the fund source	NON-EXEMPT	2025
SCL110009	21923	VTA	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda.	Update funding plan	NON-EXEMPT	2025
SCL110018	230698	Mountain View	Mountain View Church Street Rehabilitation	In Mountain View: Church Street Rehabilitation Project from Calderon Ave to Castro St. Includes pavement, curb and sidewalk, and traffic signal elements, etc. In Palo Alto: Lytton Ave, Alma Street to Florence Street; Channing Avenue, Webster Street to Lincoln Avenue; Homer Avenue, Webster Street to Middlefield Road. Rehabilitate and replace roadways.	Archive project from the TIP because the project has been completed and is open for service.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
SCL110019	230698	Palo Alto	Palo Alto 2011 Pavement Program	Florence Street; Channing Avenue, Webster Street to Lincoln Avenue; Homer Avenue, Webster Street to Middlefield Road. Rehabilitate and replace roadways.	Archive project from the TIP because the project has been completed and is open for service.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
SCL110029	230706	San Jose	In San Jose: Los Gatos Creek Trail between San Carlos St. and Montgomery Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SCL110030	230706	Santa Clara	In Santa Clara: build San Tomas Aquino Creek Trail from Cabrillo Avenue at San Tomas Expressway to Pruneridge Avenue.	San Tomas Aquino Creek Reach 4 New Trail	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SCL110031	230706	Santa Clara	In Santa Clara: San Tomas Aquino Creek Spur Trail from Cabrillo Avenue to Benton Street: Widen trail, pave with AC, add signage, striping, landscaping and protective fencing.	San Tomas Aquino Creek Spur Trail Imps	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SCL110032	230706	Gilroy	In City of Gilroy: On Roman channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr: Bicycle pedestrian trails.	Gilroy New Roman Channel and Lions Creek Trail	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SCL110033	21011	San Jose	The project will enhance pedestrian and bicycle accessibility along San Fernando Street between Cahill Street and 10th Street.	San Fernando Street Enhanced Bikeway & Ped Access	Update funding plan	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SCL110034	21011	San Jose	In San Jose: Along the south side of San Carlos Street between Second Street and Market Street. The proposed project encompasses pedestrian-oriented improvements along the south side of San Carlos	San Jose - San Carlos Multimodal Phase 2	Update funding plan	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SCL110036	21011	Milpitas	Milpitas Abel Street Pedestrian Improvements	City of Milpitas: Implement pedestrian infrastructure improvements on both sides of Abel St between Great Mall Parkway and Capital Ave	Archive project from the TIP because the funds have been obligated	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SCL110056	21011	Los Altos Hills	Safe Routes to Los Altos Hills Schools	In Los Altos Hills: Widen bike path, both unpaved and paved, along Fremont Road between W. Edith Avenue and Conception Road and then continue on W. Edith for approximately 415 feet	Update project scope and funding plan to decrease FY12 Other Local CON phase funds by \$76K and retain in the TIP for informational purposes.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035

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Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
SCL110056	21011	Los Altos Hills	In Los Altos Hills: Widen bike path, both unpaved and paved, along Fremont Road between W. Edith Avenue and Concepcion Road and then continue on W. Edith for approximately 41.5 feet before the	Safe Routes to Los Altos Hills Schools	2013 TIP Development - Update project scope and funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SCL110057	230550	San Jose	35 schools in San Jose: Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.	San Jose Walk N Roll - Safe Access	Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SF-010015	21342 / 230290	TBIPA	Transbay Term/Caltrain Downtown Ext - Ph.1	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SF-010018	98593	SFMTA	San Francisco: On Oak & Fell Streets from Franklin Street to Stanyan St.; Install advanced signal controls including vehicle detection devices, cameras, & dynamic message signs.	Oak and Fell Streets ITMS Project	Update funding plan and contacts and archive project as it has been completed.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2035
SF-070003	22415 / 22412	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current E-line service.	2013 TIP Development - updated contacts and funding plan	NON-EXEMPT	2025
SF-070006	22420	SFMTA	Mission Bay Trolley Coach Extension	San Francisco: Design and construct extensions of the 22-Fillmore and 30-Stockton or 45-Union/Stockton trolley coach lines into the Mission Bay area.	Expected funds were not received; retain for informational purposes	NON-EXEMPT	2035
SF-070011	21502	Port of SF	Cargo Way Bay Trail Improvements	San Francisco: Bay Trail on Cargo Way; Construct bike/ped trail to close gap on the region Bay Trail.	Delete project from the TIP because the scope and costs are included in the Bayview Transportation Improvement and Hunters Point Shipyard projects	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SF-070011	21502	Port of SF	San Francisco: Bay Trail on Cargo Way; Construct bike/ped trail to close gap on the region Bay Trail.	Cargo Way Bay Trail Improvements	2013 TIP Development - Delete project from the TIP because the scope and costs are included in the Bayview Transportation Improvement and Hunters Point Shipyard projects	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SF-070013	22982	Port of SF	Freight Rail Tunnel Modifications	San Francisco: Port of San Francisco; Modify freight rail tunnels to accommodate automobile import business. Project listed for information purposes only.	Delete project from the TIP because the funds have been redirected	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SF-070013	22982	Port of SF	San Francisco: Port of San Francisco; Modify freight rail tunnels to accommodate automobile import business. Project listed for information purposes only.	Freight Rail Tunnel Modifications	2013 TIP development - Delete project from the TIP as the funds have been redirected	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
SF-090003	98593	SFMTA	Traffic Signals and Management Center	In San Francisco: Control center includes: intersections, conduit, Overhead lane control, CMS, Closed Circuit TVs and 20 video detection cameras. Network equipment, computers, and office equipment.	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2035
SF-090005	98593	SFMTA	Palou Transit Preferential Streets Corridor	In San Francisco: Along Palou Ave. in traffic lanes, connect Hunters Point development to site of proposed Oakdale Station. 2 mile corridor with 13 intersections with new signals.	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2035
SF-090008	21549	SF DPW	Illinois St. Bridge over Islais Creek - Turn Lane	San Francisco: Add left turn lane on bridge at Illinois St	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2025

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Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
SF-090009	230581	SF DPW	Hunters Pt. Shipyard Ferry Terminal	In San Francisco: Construct Ferry Terminal near proposed Hunters Pt Shipyard Transit Center	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2035
SF-090010	230517	SF DPW	US 101 Aux Lanes Southbound from Silver to San Mat	San Francisco: US 101 Aux Lanes Southbound from Silver to San Mateo County Line & Northbound from County Line to I-280 North Interchange.	Delete project from the TIP because the funds have been redirected	NON-EXEMPT	2035
SF-090012	22412	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Addition of 10 light rail vehicles to expand service and reduce overcrowding on Muni Light rail lines.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SF-110001	22249	SF City/County	I-280 and Mariposa Ramp Improvements	Intersection and traffic improvements and connection to extended Owens Street.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SF-110002	22249	SF City/County	UCSF at Mission Bay Transportation Improvements	Extensions of Owens Street and 4th Street from 16th Street to Mariposa Street; Improvements to 16th Street, Mariposa Street and west side of 3rd Street.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SF-110003	22249	SF City/County	Mission Bay Biotech Cluster East Improvements	Realignment of TFB (Terry Francois Blvd) between Mariposa and South Street; complete extension of South Street and 16th Street from 3rd Street to TFB; improvements to Illinois Street and Mariposa Street	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SF-110003	22249	SF City/County	Mission Bay Biotech Cluster East Improvements	Realignment of TFB (Terry Francois Blvd) between Mariposa and South Street; complete extension of South Street and 16th Street from 3rd Street to TFB; improvements to Illinois Street, Mariposa Street	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SF-110004	22249	SF City/County	Mission Bay Residential Improvements Ph. II & III	Extend street grid west of 4th Street completing vehicular, bicycle and pedestrian circulation network for Mission Bay South residential neighborhood, and making connection to 7th Street west of Mission	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SF-110005	230168	SF DPW	Great Highway Restoration	Implement a semi-permanent solution to restore and stabilize the Great Highway, stop bluff slides, and protect City infrastructure.	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2015
SM-050053	22247	Millbrae	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SM-050053	22247	Millbrae	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	US 101 Millbrae Ave Bike/Ped Bridge	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SM-070006	230430	East Palo Alto	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769	US 101 University Ave Overpass Bike/Ped Facility	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SM-070049	94666	SamTrans	Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for administration, maintenance, and operations at the Central Administrative facility, the	Facility/Equipment Rehabilitation/Replacement	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2035

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Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
SM-090004	22756	Brisbane	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SM-090007	230428	Redwood City	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Blair Island Road. Project may be phased.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SM-090013	21613	SMCTA	Improve Rte 92 from SM Bridge to I-280	In San Mateo County: On Route 92; Widen and add an uphill passing lane from US 101 to I-280.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SM-090014	22282	SMCTA	Improve US 101 operations near Rte 92	City of San Mateo: On US 101; Operational improvements near Route 92	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2035
SM-090014	22282	SMCTA	Improve US 101 operations near Rte 92	City of San Mateo: On US 101; Operational improvements near Route 92	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SM-090025	22481	Caltrain	Caltrain Preventive Maintenance	Caltrain: Preventive Maintenance	2013 TIP Development - Delete project from the TIP as the scope is a duplicate of TIP ID REG090053. The ARRA funds and corresponding local match funds are being transferred to REG090053.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
SM-110052	94666	SamTrans	SAMTRANS: Replace 10 2005 El Dorado 22' cutaways.	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2035
SM-110053	230192	SamTrans	SAMTRANS: Upgrade Advanced Communication System (ACS). ACS is a set of interrelated radio and computer components deployed at SamTrans dispatch centers and onboard vehicles	SAMTRANS: Advanced Communication System Upgrades	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2035
SM-110054	21623	SamTrans	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local	Reconfiguration of San Carlos Transit Center	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2035
SM-110056	94666	SamTrans	SamTrans: Purchase pay fuel expenses for providing public transit bus service as part of the FTA "Fuel as Capital Maintenance" program	SAMTRANS: Capital Maintenance-Fuel	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
SM130001	21015	MTC	Dumbarton Bridge Seismic Retrofit	Upgrade the Dumbarton Bridge to meet all current seismic and safety design standards	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2015
SM-990003	94643	Caltrans	SR 92 Slow Vehicle Lane Improvements	On Route 92: Near Crystal Springs Reservoir Skyline Blvd (Route 35) to Route 280; Truck climbing lane outside of the urbanized area.	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Truck climbing lanes outside the urbanized area	2025
SM-990003	94643	Caltrans	SR 92 Slow Vehicle Lane Improvements	On Route 92: Near Crystal Springs Reservoir Skyline Blvd (Route 35) to Route 280; Truck climbing lane outside of the urbanized area.	Update the funding plan to remove \$12.54M in FY15 STIP funds and FY16 RTP-LRP and delete the project from the TIP as the project is not feasible	EXEMPT (40 CFR 93.126) - Truck climbing lanes outside the urbanized area	2025
SM-990026	94667	SamTrans	SamTrans: ADA Paratransit Operating Subsidy.	SAMTRANS: ADA Paratransit Operating Subsidy.	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
SOL110001	230659	MTC	I-80 Express Lanes (Vacaville)	I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SOL110003	94151	STA	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025

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Appendix A1 - Draft List of TIP Project Changes* - Revised 5/23/12

TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
SOL110004	94151	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SOL110005	94151	STA	Jepson: Leisure Town Road from Vanden to Elmira	Jepson Parkway segment: Leisure Town Road from Vanden Road to Elmira Road	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SOL110006	94151	STA	Jepson: Leisure Town Road from Elmira to Orange	Jepson Parkway segment: Leisure Town Road from Elmira Road to Orange Road	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SOL110009	230635	Vacaville	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.	Update funding plan to reflect delay in project schedule	NON-EXEMPT	2025
SON070008	22247	Son Co Reg Park	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).	Bodega Bay Trail Segments 1B and 1C	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2035
SON090002	22001	SMART	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line	Update funding plan	NON-EXEMPT	2025
SON110007	21011	Cotati	In Cotati: On Old Redwood Highway between La Plaza and Gravenstein Highway, Pedestrian, bicycle enhancements and corridor beautification.	Downtown Specific Plan Area Revitalization	Update funding plan to reflect delay in project schedule	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2035
VAR030002	230716	Caltrans	GL: FTA Section S311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126.	GL: FTA Non-Urbanized Formula Program	2013 TIP Development - Split out ongoing projects to VAR130041 along with \$15.4M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
VAR130001	230713	Caltrans	Grouped Listing: SHOPP-Mobility; Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3	GL: Safety Improvements - SHOPP Mobility Program	2013 TIP Development - Split out ongoing projects from MTCOS0006 to this grouped listing along with \$89.36M in funding and update the funding plan and back-up listing based on the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130003	230713	Caltrans	Grouped Listing: SHOPP - Roadway Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	2013 TIP Development - Split out ongoing projects from MTCOS0009 to this grouped listing along with \$109M in funding and update the funding plan and back-up listing based on the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130004	230713	Caltrans	GL: SHOPP - Collision Reduction. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Imprv. - SHOPP Collision Reduction	2013 TIP Development - Split out ongoing projects from VAR130004 to this grouped listing along with \$166M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130005	230713	Caltrans	Grouped Listing for SHOPP - Emergency Response. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts.	GL: Emergency Repair - SHOPP Emergency Response	2013 TIP Development - Split out ongoing projects from REG070001 to this grouped listing along with \$187M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130006	230713	Caltrans	GL: Safety Imprv - High Risk Rural Roads (HR3). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads.	GL: Safety Imprv - High Risk Rural Roads (HR3)	2013 TIP Development - Split out ongoing projects from REG070008 to this grouped listing along with \$6.3M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035

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TIP ID	RTP ID	Sponsor	Project Description	Project Name	Description of Change	Air Quality Description	Conformity Analysis Year
VAR130007	230713	Caltrans	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Imprv - Highway Safety Improvement Prog	2013 TIP Development - Split out ongoing projects from REG070009 to this grouped listing along with \$21.8M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program Implementation	2035
VAR130012	230715	Caltrans	GL: Safety Improvements - Safe Routes to School (SRTS) program. At various locations, Safe Routes to School (SRTS) projects. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	GL: Safety Improvements - SRTS	2013 TIP Development - Split out ongoing projects from REG090001 to this grouped listing along with \$9.7M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program Implementation	2035
VAR130031	230703	Caltrans	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	GL: Pmt Resurf/Rehab SHS - Highway Maint.	2013 TIP Development - Split out ongoing projects from REG090058 to this grouped listing along with \$22.3M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130041	230716	Caltrans	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126,	GL: FTA Non-Urbanized Formula Program	2013 TIP Development - Split out ongoing projects from VAR030002 to this grouped listing along with \$15.4M in funding	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2035
VAR130042	230713	Caltrans	GL: Safety Improvements - SHOPP Mandates. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Improvements - SHOPP Mandates	2013 TIP Development - Split out ongoing projects from VAR991003 to this grouped listing along with \$35.5M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR130044	230713	Caltrans	GL: Bridge Rehab/Reconst-SHOPP. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	GL: Bridge Rehab and Reconstruction - SHOPP	2013 TIP Development - Split out ongoing projects from VAR991005 to this grouped listing along with \$352.8M in funding and update the funding plan and back-up listing to reflect the latest information	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2035
VAR130045	230714	Caltrans	GL: Bridge Rehab/Recon. - Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	GL: Bridge Rehab/Recon. - Highway Bridge Program	2013 TIP Development - Split out ongoing projects from VAR991007 to this grouped listing along with \$326M in funding	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2035
VAR130048	21013	MTC	Toll Bridge Maintenance	Maintenance of the 7 State owned toll bridges in the region	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2025
VAR991003	230713	Caltrans	GL: Safety Improvements - SHOPP Mandates. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	GL: Safety Improvements - SHOPP Mandates	2013 TIP Development - Split out ongoing projects to VAR130042 along with \$35.5M in funding and archive this grouped listing as the remaining project have been completed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2035
VAR991005	230713	Caltrans	GL: Bridge Rehab/Reconst-SHOPP. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	GL: Bridge Rehab and Reconstruction - SHOPP	2013 TIP Development - update the grouped listing to reflect the latest information from Caltrans; split out ongoing projects along with \$352.8M to VAR130044; and archive this listing as the remaining	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2035
VAR991007	230714	Caltrans	GL: Bridge Rehab/Recon. - Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	GL: Bridge Rehab/Recon. - Highway Bridge Program	2013 TIP Development - Split out ongoing projects to VAR130045 along with \$326M in funding and archive this grouped listing as the remaining funds have been obligated	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2035

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APPENDIX A – 33

2013 TIP Detail

Fund Code Description



2013 TIP Fund Code Description

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
1064-T2-FERRY-D	Section 1064 - Ferry Boat Discretionary (TEA21)	1064	FEDERAL	TEA21
1064-T3-FERRY-D	Section 1064 - SAFETEA - Ferry Boat Discretionary	1064	FEDERAL	SAFETEA
1064-T3-FERRY-D-UPP	Section 1064 - SAFETEA - Ferry Boat Discretionary - Urban Partnership Program	1064	FEDERAL	SAFETEA
5208-T2-ITS	Section 5208 - Intelligent Transportation System (TEA21)	5208	FEDERAL	TEA21
5208-T3-ITS	Section 5208 - Intelligent Transportation System Integration (SAFETEA)	5208	FEDERAL	SAFETEA
5208-T3-ITS-UPP	Section 5208 - Intelligent Transportation System - Urban Partnership Program (SAFETEA)	5208	FEDERAL	SAFETEA
5303-T2-MP	Metropolitan Planning Program (TEA21)	5303	FEDERAL	TEA21
5303-T3-MP	Metropolitan Planning Program (SAFETEA)	5303	FEDERAL	SAFETEA
5307-ARRA-ANT	Urbanized Area Formula Program - Antioch Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-CON	Urbanized Area Formula Program - Concord Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-FAI	Urbanized Area Formula Program - Fairfield Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-GMH	Urbanized Area Formula Program - Gilroy/Morgan Hill Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-LIV	Urbanized Area Formula Program - Livermore Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-NAP	Urbanized Area Formula Program - Napa Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-PET	Urbanized Area Formula Program - Petaluma Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-SFO	Urbanized Area Formula Program - San Francisco/Oakland Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-SJO	Urbanized Area Formula Program - San Jose Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-SRO	Urbanized Area Formula Program - Santa Rosa Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-VAC	Urbanized Area Formula Program - Vacaville Share (ARRA)	5307	FEDERAL	ARRA
5307-ARRA-VAL	Urbanized Area Formula Program - Vallejo Share (ARRA)	5307	FEDERAL	ARRA
5307-T2-CAP	Urbanized Area Formula Program - Capital (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-ANT	Urbanized Area Formula Program - Capital - Antioch Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-CON	Urbanized Area Formula Program - Capital - Concord Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-FAI	Urbanized Area Formula Program - Capital - Fairfield Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-NAP	Urbanized Area Formula Program - Capital - Napa Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-SFO	Urbanized Area Formula Program - Capital - San Francisco/Oakland Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-SJO	Urbanized Area Formula Program - Capital - San Jose Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-SR	Urbanized Area Formula Program - Capital - Santa Rosa Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-CAP-VAC	Urbanized Area Formula Program - Capital - Vacaville Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-ENH	Urbanized Area Formula Program - Transit Enhancements (TEA21)	5307	FEDERAL	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T2-ENH-SFO	Urbanized Area Formula Program - Transit Enhancements - San Francisco/Oakland Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-ENH-SJO	Urbanized Area Formula Program - Transit Enhancements - San Jose Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP	Urbanized Area Formula Program - Operating Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-FAI	Urbanized Area Formula Program - Operating - Fairfield Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-NAP	Urbanized Area Formula Program - Operating - Napa Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-PET	Urbanized Area Formula Program - Operating - Petaluma Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-SFO	Urbanized Area Formula Program - Operating - San Francisco/Oakland Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-SR	Urbanized Area Formula Program - Operating - Santa Rosa Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-VAC	Urbanized Area Formula Program - Operating - Vacaville Share (TEA21)	5307	FEDERAL	TEA21
5307-T2-OP-VAL	Urbanized Area Formula Program - Operating - Vallejo Share (TEA21)	5307	FEDERAL	TEA21
5307-T3-CAP	Urbanized Area Formula Program - Capital (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-ANT	Urbanized Area Formula Program - Capital - Antioch Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-CON	Urbanized Area Formula Program - Capital - Concord Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-FAI	Urbanized Area Formula Program - Capital - Fairfield Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-GMH	Urbanized Area Formula Program - Capital - Gilroy/Morgan Hill Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-LIV	Urbanized Area Formula Program - Capital - Livermore Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-NAP	Urbanized Area Formula Program - Capital - Napa Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-PET	Urbanized Area Formula Program - Capital - Petaluma Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-SFO	Urbanized Area Formula Program - Capital - San Francisco/Oakland Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-SJO	Urbanized Area Formula Program - Capital - San Jose Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-SR	Urbanized Area Formula Program - Capital - Santa Rosa Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-VAC	Urbanized Area Formula Program - Capital - Vacaville Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-CAP-VAL	Urbanized Area Formula Program - Capital - Vallejo Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-ENH	Urbanized Area Formula Program - Transit Enhancements (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-ENH-ANT	Urbanized Area Formula Program - Transit Enhancements - Antioch Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-ENH-CON	Urbanized Area Formula Program - Transit Enhancements - Concord Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-ENH-SFO	Urbanized Area Formula Program - Transit Enhancements - San Francisco/Oakland Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-ENH-SJO	Urbanized Area Formula Program - Transit Enhancements - San Jose Share (SAFETEA)	5307	FEDERAL	SAFETEA



2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T3-ENH-SR	Urbanized Area Formula Program - Transit Enhancements - Santa Rosa Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP	Urbanized Area Formula Program - Operating (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP-FAI	Urbanized Area Formula Program - Operating - Fairfield Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP-NAP	Urbanized Area Formula Program - Operating - Napa Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP-SR	Urbanized Area Formula Program - Operating - Santa Rosa Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP-VAC	Urbanized Area Formula Program - Operating - Vacaville Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T3-OP-VAL	Urbanized Area Formula Program - Operating - Vallejo Share (SAFETEA)	5307	FEDERAL	SAFETEA
5307-T4-10-CAP-ANT	Urbanized Area Formula Program (2010) - Capital - Antioch Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-CON	Urbanized Area Formula Program (2010) - Capital - Concord Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-FAI	Urbanized Area Formula Program (2010) - Capital - Fairfield Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-GMH	Urbanized Area Formula Program (2010) - Capital - Gilroy/Morgan Hill Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-LIV	Urbanized Area Formula Program (2010) - Capital - Livermore Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-NAP	Urbanized Area Formula Program (2010) - Capital - Napa Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-PET	Urbanized Area Formula Program (2010) - Capital - Petaluma Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-SFO	Urbanized Area Formula Program (2010) - Capital - San Francisco/Oakland Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-SJO	Urbanized Area Formula Program (2010) - Capital - San Jose Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-SRO	Urbanized Area Formula Program (2010) - Capital - Santa Rosa Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-VAC	Urbanized Area Formula Program (2010) - Capital - Vacaville Share (T4)	5307	FEDERAL	T4
5307-T4-10-CAP-VAL	Urbanized Area Formula Program (2010) - Capital - Vallejo Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-ANT	Urbanized Area Formula Program (2011) - Capital - Antioch Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-CON	Urbanized Area Formula Program (2011) - Capital - Concord Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-FAI	Urbanized Area Formula Program (2011) - Capital - Fairfield Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-GMH	Urbanized Area Formula Program (2011) - Capital - Gilroy/Morgan Hill Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-LIV	Urbanized Area Formula Program (2011) - Capital - Livermore Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-NAP	Urbanized Area Formula Program (2011) - Capital - Napa Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-PET	Urbanized Area Formula Program (2011) - Capital - Petaluma Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-SFO	Urbanized Area Formula Program (2011) - Capital - San Francisco/Oakland Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-SJO	Urbanized Area Formula Program (2011) - Capital - San Jose Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-SRO	Urbanized Area Formula Program (2011) - Capital - Santa Rosa Share (T4)	5307	FEDERAL	T4

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-11-CAP-VAC	Urbanized Area Formula Program (2011) - Capital - Vacaville Share (T4)	5307	FEDERAL	T4
5307-T4-11-CAP-VAL	Urbanized Area Formula Program (2011) - Capital - Vallejo Share (T4)	5307	FEDERAL	T4
5308-T3-CFGP	FTA Section 5308 - Clean Fuels Grant Program (CFGP)	5308	FEDERAL	SAFETEA
5309-ARRA-ANT	Fixed Guideway Formula - Antioch Share (ARRA)	5309	FEDERAL	ARRA
5309-ARRA-CON	Fixed Guideway Formula - Concord Share (ARRA)	5309	FEDERAL	ARRA
5309-ARRA-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (ARRA)	5309	FEDERAL	ARRA
5309-ARRA-SJO	Fixed Guideway Formula - San Jose Share (ARRA)	5309	FEDERAL	ARRA
5309-T2-BUS	Bus Earmark - formerly Section 3 (TEA21)	5309	FEDERAL	TEA21
5309-T2-FG	Fixed Guideway Formula (TEA21)	5309	FEDERAL	TEA21
5309-T2-FG-ANT	Fixed Guideway Formula - Antioch Share (TEA21)	5309	FEDERAL	TEA21
5309-T2-FG-CON	Fixed Guideway Formula - Concord Share (TEA21)	5309	FEDERAL	TEA21
5309-T2-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (TEA21)	5309	FEDERAL	TEA21
5309-T2-FG-SJO	Fixed Guideway Formula - San Jose Share (TEA21)	5309	FEDERAL	TEA21
5309-T2-NRS	New Rail Starts Discretionary (TEA21)	5309	FEDERAL	TEA21
5309-T3-BUS	Bus Earmark - formerly Section 3 (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG	Fixed Guideway Formula (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-ANT	Fixed Guideway Formula - Antioch Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-CON	Fixed Guideway Formula - Concord Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-FAI	Fixed Guideway Formula - Fairfield Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-REG	Fixed Guideway Formula - Regional Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-FG-SJO	Fixed Guideway Formula - San Jose Share (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-NRS	New Rail Starts Discretionary (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-SS	Fixed Guideway Formula - Small Starts (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T3-UPP	Fixed Guideway Formula - Urban Partnership Program (SAFETEA)	5309	FEDERAL	SAFETEA
5309-T4-10-FG-ANT	Fixed Guideway Formula - Antioch Share (T4) - 2010	5309	FEDERAL	T4
5309-T4-10-FG-CON	Fixed Guideway Formula - Concord Share (T4) - 2010	5309	FEDERAL	T4
5309-T4-10-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (T4) - 2010	5309	FEDERAL	T4
5309-T4-10-FG-SJO	Fixed Guideway Formula - San Jose Share (T4) - 2010	5309	FEDERAL	T4
5309-T4-11-FG-ANT	Fixed Guideway Formula - Antioch Share (T4) - 2011	5309	FEDERAL	T4
5309-T4-11-FG-CON	Fixed Guideway Formula - Concord Share (T4) - 2011	5309	FEDERAL	T4
5309-T4-11-FG-SFO	Fixed Guideway Formula - San Francisco/Oakland Share (T4) - 2011	5309	FEDERAL	T4
5309-T4-11-FG-SJO	Fixed Guideway Formula - San Jose Share (T4) - 2011	5309	FEDERAL	T4
5310-T2-EPD	Elderly and Persons with Disabilities Program (TEA21)	5310	FEDERAL	TEA21
5310-T3-EPD	Elderly and Persons with Disabilities Program (SAFETEA)	5310	FEDERAL	SAFETEA



**2013 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5311-ARRA-NON	Non-Urbanized Area Formula Program (ARRA)	5311	FEDERAL	ARRA
5311-T2-NON	Non-Urbanized Area Formula Program (TEA21)	5311	FEDERAL	TEA21
5311-T3-NON	Non-Urbanized Area Formula Program (SAFETEA)	5311	FEDERAL	SAFETEA
5311F-T3-NON	Non-Urbanized Area Formula Program - Intercity Bus (SAFETEA)	5311F	FEDERAL	SAFETEA
5316-T2-JARC	Job Access and Reverse Commute (TEA21)	5316	FEDERAL	TEA21
5316-T3-JARC	Job Access and Reverse Commute (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-ANT	Job Access and Reverse Commute - Antioch Share (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-CON	Job Access and Reverse Commute - Concord Share (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-REG	Job Access and Reverse Commute - Regional Share (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-SFO	Job Access and Reverse Commute - San Francisco/Oakland Share (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-SJO	Job Access and Reverse Commute - San Jose Share (SAFETEA)	5316	FEDERAL	SAFETEA
5316-T3-JARC-SR	Job Access and Reverse Commute - Santa Rosa Share (SAFETEA)	5316	FEDERAL	SAFETEA
5317-T3-NFP	New Freedom Program (SAFETEA)	5317	FEDERAL	SAFETEA
5317-T3-NFP-ANT	New Freedom Program - Antioch Share (SAFETEA)	5317	FEDERAL	SAFETEA
5317-T3-NFP-CON	New Freedom Program - Concord Share (SAFETEA)	5317	FEDERAL	SAFETEA
5317-T3-NFP-SFO	New Freedom Program - San Francisco/Oakland Share (SAFETEA)	5317	FEDERAL	SAFETEA
5317-T3-NFP-SJO	New Freedom Program - San Jose Share (SAFETEA)	5317	FEDERAL	SAFETEA
5317-T3-NFP-SR	New Freedom Program - Santa Rosa Share (SAFETEA)	5317	FEDERAL	SAFETEA
5339-T3	Alternatives Analysis Program (SAFETEA)	5339	FEDERAL	SAFETEA
5339-T3-UPP	FTA 5339 Alternative Analysis - UPP	5339	FEDERAL	SAFETEA
AC-LOCAL	Advance Construction - Local Funds	AC	LOCAL	Local Desc
AC-LOCAL	Advance Construction - Local Funds	AC	STATE	Local Desc
AC-STATE	Advance Construction - State Funds	AC	LOCAL	State Funds
AC-STATE	Advance Construction - State Funds	AC	STATE	State Funds
AC-STATE-SHOPP	SHOPP Advance Construction	AC	LOCAL	State Funds
AC-STATE-SHOPP	SHOPP Advance Construction	AC	STATE	State Funds
BIA-T2	Bureau of Indian Affairs - Indian Reservation Roads (TEA21)	BIA	FEDERAL	TEA21
BT-RM1-2%-NGB	Bridge Toll - Regional Measure 1 - 2% - Northern Bridge Group	BT	REGIONAL	REGIONAL MEASURE 1
BT-RM1-2%-SBG	Bridge Toll - Regional Measure 1 - 2% - Southern Bridge Group	BT	REGIONAL	REGIONAL MEASURE 1
BT-RM1-5%	Bridge Toll - Regional Measure 1 - 5%	BT	REGIONAL	REGIONAL MEASURE 1
BT-RM1-BR	Bridge Toll - Regional Measure 1 - Bridge	BT	REGIONAL	REGIONAL MEASURE 1
BT-RM1-TR	Bridge Toll - Regional Measure 1 - Transit	BT	REGIONAL	REGIONAL MEASURE 1
BT-RM2-CAP	Bridge Toll - Regional Measure 2 - Capital	BT	REGIONAL	REGIONAL MEASURE 2
BT-RM2-LOC	Bridge Toll - Regional Measure 2 - Local	BT	REGIONAL	REGIONAL MEASURE 2
BT-RM2-OP	Bridge Toll - Regional Measure 2 - Operating	BT	REGIONAL	REGIONAL MEASURE 2
CDBG-T3	Community Development Block Grant - SAFETEA	CDBG	FEDERAL	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T2-FY00-CM	CMAQ - Corridor Management FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-CS	CMAQ - Customer Service FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-OTHER	CMAQ - Other FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RAB	CMAQ - RABA FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RE	CMAQ - Maintenance/Rehab FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RT	CMAQ - Regional Transit FY 2000 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY01-TLC	CMAQ - TLC FY 2001 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY02-TLC	CMAQ - TLC FY 2002 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY98-TLC	CMAQ - TLC FY 1998 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-38	CMAQ - TLC FY 1999 Remaining \$38 million from 1st Cycle (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-CSCM	CMAQ - Customer Service/Corridor Management (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-RE	CMAQ - Maintenance/Rehab FY 1999 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-TLC	CMAQ - TLC FY 1998 (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-SOLANO	CMAQ - Eastern Solano (TEA21)	CMAQ	FEDERAL	TEA21
CMAQ-T2-TEA21	CMAQ - (TEA 21)	CMAQ	FEDERAL	TEA21
CMAQ-T3-1-AQ	CMAQ - SAFETEA - Cycle 1 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-1-AQ-SWAP	CMAQ - SAFETEA - Cycle 1 - Air Quality Strategies - Funding exchange	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-1-RO	CMAQ - SAFETEA - Cycle 1 - Regional Operations	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-1-TROC-LIFE	CMAQ - SAFETEA - Cycle 1 - Transportation Revitalizing Our Communities - Lifeline	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-1A-BF	CMAQ - SAFETEA - Cycle 1 Augmentation - STIP/TCRP Backfill	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-1A-SYS-TOS	CMAQ - SAFETEA - Cycle 1 Augmentation - System - Traffic Operations Systems	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-AQ	CMAQ - SAFETEA - Cycle 2 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-AQ-SOL	CMAQ - SAFETEA - Cycle 2 - Air Quality - Eastern Solano	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-BF	CMAQ - SAFETEA - Cycle 2 - STIP/TCRP Backfill	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-RBP-REG	CMAQ - SAFETEA - Cycle 2 - Regional Bicycle/Pedestrian - Regional	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-RO	CMAQ - SAFETEA - Cycle 2 - Regional Operations	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-TLC-HIP	CMAQ - SAFETEA - Cycle 2 -Transportation for Livable Communities - Housing Incentive Program	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-TLC-REG	CMAQ - SAFETEA - Cycle 2 -Transportation for Livable Communities - Regional	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-2-TROC-LIFE	CMAQ - SAFETEA - Cycle 2 -Transportation Revitalizing Our Communities - Lifeline	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-AQ	CMAQ - SAFETEA - Cycle 3 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-AQ-SOL	CMAQ - SAFETEA - Cycle 3 - Air Quality - Eastern Solano	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-BF	CMAQ - SAFETEA - Cycle 3 - STIP/TCRP Backfill	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-LSR-SF-SWAP	CMAQ - SAFETEA - Cycle 3 - Local Streets and Roads - Rehabilitation Shortfall - Exchange	CMAQ	FEDERAL	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T3-3-RBP-CO	CMAQ - SAFETEA - Cycle 3 - Regional Bicycle/Pedestrian - County Discretion	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-RO	CMAQ - SAFETEA - Cycle 3 - Regional Operations	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-TLC-CO	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-TLC-HIP	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3-TLC-REG	CMAQ - SAFETEA - Cycle 3 - Transportation for Livable Communities - Regional	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3B-3434	CMAQ - SAFETEA - Cycle 3 Bonus - 3434 Transit Expansion	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3B-EXCH-3842	CMAQ - SAFETEA - Cycle 3 Bonus - Exchange - MTC Resolution 3842	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3B-SYS-SFTY-SWAP	CMAQ - SAFETEA - Cycle 3 Bonus - System - Safety - Exchange	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-3B-TROC	CMAQ - SAFETEA - Cycle 3 Bonus - Transportation Revitalizing Our Communities	CMAQ	FEDERAL	SAFETEA
CMAQ-T3-EXCH-3731	CMAQ - SAFETEA - Exchange - MTC Res. No. 3731	CMAQ	FEDERAL	SAFETEA
CMAQ-T4-1-CCI	CMAQ - T4 - Cycle 1 - Climate Change Initiative	CMAQ	FEDERAL	T4
CMAQ-T4-1-CCI-SOL	CMAQ - T4 - Cycle 1 - Climate Change Initiative - Eastern Solano CMAQ	CMAQ	FEDERAL	T4
CMAQ-T4-1-FPI	CMAQ - T4 - Cycle 1 - Freeway Performance Initiative	CMAQ	FEDERAL	T4
CMAQ-T4-1-RBP-CO	CMAQ - T4 - Cycle 1 - Regional Bicycle Program - County Discretionary	CMAQ	FEDERAL	T4
CMAQ-T4-1-RO	CMAQ - T4 - Cycle 1 - Regional Operations	CMAQ	FEDERAL	T4
CMAQ-T4-1-TLC-CO	CMAQ - T4 - Cycle 1 - Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	T4
CMAQ-T4-1-TLC-REG	CMAQ - T4 - Cycle 1 - Transportation for Livable Communities - Regional Competitive	CMAQ	FEDERAL	T4
DBR-T2-RPL	Discretionary Bridge Program (TEA21) - Replacement	DBR	STATE	TEA21
DBR-T2-SR	Discretionary Bridge Program (TEA21) - Seismic Retrofit	DBR	STATE	TEA21
EARMARK-T2-DBR	Earmark - Discretionary Bridge Program (TEA21)	EARMARK	FEDERAL	TEA21
EARMARK-T2-DEMO	Earmark - Demonstration (TEA21)	EARMARK	FEDERAL	TEA21
EARMARK-T2-HP	Earmark - High Priority (TEA21)	EARMARK	FEDERAL	TEA21
EARMARK-T2-STP112	Earmark - TEA21 - Surface Transportation Program Section 112	EARMARK	FEDERAL	TEA21
EARMARK-T2-STP115	Earmark - TEA21 - Surface Transportation Program Section 115	EARMARK	FEDERAL	TEA21
EARMARK-T3-05-STP	Earmark - FY05 Federal Appropriation - FHWA Earmark	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-06-STP	Earmark - FY06 Surface Transportation Priorities	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-08-STP	Earmark - FY08 Federal Appropriation - FHWA Earmark - STP	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-08-TCSP	Earmark - FY08 Federal Appropriation FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-09-IM	Earmark - FY09 Federal Appropriation FHWA Earmark - IM	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-09-TCSP	Earmark - FY09 Federal Appropriation FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-10-TCSP	Earmark - FY10 Federal Appropriation FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-HBP	Earmark - SAFETEA - Highway Bridge Program	EARMARK	FEDERAL	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
EARMARK-T3-HPP	Earmark - SAFETEA - High Priority Project	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-HPP-2444	Earmark - SAFETEA - High Priority Project - Project # 2444	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-HPP-3762	Earmark - SAFETEA - High Priority Project - Project # 3762	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-HPP-3763	Earmark - SAFETEA - High Priority Project - Project # 3763	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-MFI	Earmark - SAFETEA - Multimodal Facility Improvements	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-NCIIP	Earmark - SAFETEA - National Corridor Infrastructure Improvement Program	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-NMTPP	Earmark - SAFETEA - Non-Motorized Transportation Pilot Program	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-PNRS	Earmark - SAFETEA - Projects of National and Regional Significance	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-STP112	Earmark - SAFETEA - Surface Transportation Program Section 112	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-STP115	Earmark - SAFETEA - Surface Transportation Program Section 115	EARMARK	FEDERAL	SAFETEA
EARMARK-T3-TI	Earmark - SAFETEA - Transportation Improvements	EARMARK	FEDERAL	SAFETEA
EDA-T2	Economic Development Grant Act (TEA21)	EDA	FEDERAL	TEA21
ER-T2	Emergency Relief (TEA21)	ER	STATE	TEA21
ERS-T2	Emergency Relief State (TEA21)	ERS	FEDERAL	TEA21
FEMA-T3	Federal Emergency Management Agency - SAFETEA	FEMA	FEDERAL	SAFETEA
FHWA-T2-D	Federal Highway Adminsitration - Discretionary (TEA21)	FHWA	FEDERAL	TEA21
FLHP-T2-PLH	Federal Lands Highway Program - Public Lands Highway (TEA21)	FLHP	FEDERAL	TEA21
FLHP-T3	Federal Lands Highway Program - SAFETEA	FLHP	FEDERAL	SAFETEA
FLHP-T3-IRR-BIA	Federal Lands Highway Program - SAFETEA - Indian Reservation Roads - Bureau of Indian Affairs	FLHP	FEDERAL	SAFETEA
FLHP-T3-PLH	Federal Lands Highway Program - SAFETEA - Public Lands Highway	FLHP	FEDERAL	SAFETEA
FLHP-T3-PLH-UPP	Federal Lands Highway Program - SAFETEA - Public Lands Highway - Urban Partnership Program	FLHP	FEDERAL	SAFETEA
GFSTIP-T2	GrandFathered State Transportation Improvement Program - Federal/State (TEA21)	GFSTIP	STATE	TEA21
GFSTIP-T2-FY98-GF-F/ST	GrandFathered State Transportation Improvement Program - Federal/State (TEA21)	GFSTIP	STATE	TEA21
GFSTIP-T2-FY98-GF-FED	GrandFathered State Transportation Improvement Program - Federal Only (TEA21)	GFSTIP	STATE	TEA21
GFSTIP-T2-FY98-GF-NHS	GrandFathered State Transportation Improvement Program - National Highway System with State Match (TEA21)	GFSTIP	STATE	TEA21
GFSTIP-T2-FY98-GF-ST	GrandFathered State Transportation Improvement Program - State Only (TEA21)	GFSTIP	STATE	TEA21
HBP-T3-L	Highway Bridge Program - SAFETEA - Local Bridge	HBP	FEDERAL	SAFETEA
HBP-T3-S	Highway Bridge Program - SAFETEA - State Bridge	HBP	FEDERAL	SAFETEA
HBRR	Highway Bridge Replacement And Rehabilitation - (TEA21)	HBRR	FEDERAL	TEA21
HBRR-S	Highway Bridge Replacement And Rehabilitation - State Bridge (TEA21)	HBRR-S	STATE	TEA21
HRRP-T3	High Risk Rural Roads Program - SAFETEA	HRRP	STATE	SAFETEA
HSIP-T3	Highway Safety Improvement Program - SAFETEA	HSIP	FEDERAL	SAFETEA
IIP-T2	Interregional Improvement Program - Federal/State (TEA21)	IIP	STATE	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
IIP-T2-00-F/ST	Interregional Improvement Program - 2000 STIP - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T2-00-FED	Interregional Improvement Program - 2000 STIP - Federal (TEA21)	IIP	STATE	TEA21
IIP-T2-00-ST	Interregional Improvement Program - 2000 STIP - State (TEA21)	IIP	STATE	TEA21
IIP-T2-02-F/ST	Interregional Improvement Program - 2002 STIP - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T2-02-ST	Interregional Improvement Program - 2000 STIP - State (TEA21)	IIP	STATE	TEA21
IIP-T2-FY98-F/ST	Interregional Improvement Program - 1998 STIP - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T2-FY98-GF-F/ST	Interregional Improvement Program - 1998 STIP - GrandFathered - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T2-FY98-NHS	Interregional Improvement Program - 1998 STIP - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T2-FY98-ST	Interregional Improvement Program - 1998 STIP - State (TEA21)	IIP	STATE	TEA21
IIP-T2-SJC-F/ST	Interregional Improvement Program - San Joaquin County - Federal/State (TEA21)	IIP	STATE	TEA21
IIP-T3-04-ST	Interregional Improvement Program - SAFETEA - 2004 STIP - State	IIP	STATE	SAFETEA
IIP-T3-06A-PTA	Interregional Improvement Program - SAFETEA - 2006 STIP Augmentation - Public Transportation Account	IIP	STATE	SAFETEA
IIP-T3-06A-ST	Interregional Improvement Program - SAFETEA - 2006 Augmentation - State	IIP	STATE	SAFETEA
IIP-T3-08-ST	Interregional Improvement Program - SAFETEA - 2008 STIP - State	IIP	STATE	SAFETEA
IIP-TE-T2-F/ST	Interregional Improvement Program - Transportation Enhancement - Federal/State (TEA21)	IIP-TE	STATE	TEA21
IIP-TE-T3-04-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA - 2004 STIP - Federal/State	IIP-TE	STATE	SAFETEA
IIP-TE-T4-10-F/ST	2010 STIP - ITIP - Federal TE and State Matching Funds	IIP-TE	STATE	T4
MTC-REG-EXCH	MTC - Regional - Funding Exchange	MTC	LOCAL	Local Desc
NFCB	National Fuel Cell Bus	NFCB	FEDERAL	SAFETEA
NH-T2	National Highway System (TEA21)	NH	FEDERAL	TEA21
NHS-GARVEE	National Highway System - Grant Anticipation Revenue Vehicle - Bond	NHS-GARVEE	STATE	TEA21
OTHER FEDERAL-ARRA-HSR	HSR - ARRA Federal Railroad Administration (FRA) Discretionary	OTHER FEDERAL	FEDERAL	ARRA
PPPPP-T3	Public Private Partnership Pilot Program - SAFETEA	PPPPP	FEDERAL	SAFETEA
PROP-1B-CMIA	Proposition 1B (2006) - Corridor Mobility Improvement Account	PROP	STATE	1B
PROP-1B-CTSGP	Proposition 1B (2006) - California Transit Security Grant Program (CTSGP)	PROP	STATE	1B
PROP-1B-LBSRA	Proposition 1B (2006) - Local Bridge Seismic Retrofit Account	PROP	STATE	1B
PROP-1B-PTMISEA-POP	Proposition 1B (2006) - Public Transit Population Share	PROP	STATE	1B
PROP-1B-PTMISEA-REV	Proposition 1B (2006) - Public Transit Revenue Share	PROP	STATE	1B
PROP-1B-SHOPP	Proposition 1B (2006) - State Highway Operations and Protection Program	PROP	STATE	1B

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
PROP-1B-SLPP	Proposition 1B (2006) - State Local Partnership Program	PROP	STATE	1B
PROP-1B-TCIF	Proposition 1B (2006) - Trade Corridor Improvement Fund	PROP	STATE	1B
PROP-1B-TCIF-GARVEE	Proposition 1B (2006) - Trade Corridors Improvement Fund (TCIF) - GARVEE	PROP	STATE	1B
PROP-1B-TLSP	Proposition 1B (2006)- Traffic Light Synchronization Program (TLSP)	PROP	STATE	1B
RIP-T2-00-F/ST-ALA	Regional Improvement Program - 2000 STIP - Federal/State - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-CC	Regional Improvement Program - 2000 STIP - Federal/State - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-MRN	Regional Improvement Program - 2000 STIP - Federal/State - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-NAP	Regional Improvement Program - 2000 STIP - Federal/State - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-SCL	Regional Improvement Program - 2000 STIP - Federal/State - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-SF	Regional Improvement Program - 2000 STIP - Federal/State - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-SM	Regional Improvement Program - 2000 STIP - Federal/State - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-SOL	Regional Improvement Program - 2000 STIP - Federal/State - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-F/ST-SON	Regional Improvement Program - 2000 STIP - Federal/State - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-ALA	Regional Improvement Program - 2000 STIP - Federal Only - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-CC	Regional Improvement Program - 2000 STIP - Federal Only - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-SCL	Regional Improvement Program - 2000 STIP - Federal Only - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-SF	Regional Improvement Program - 2000 STIP - Federal Only - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-SM	Regional Improvement Program - 2000 STIP - Federal Only - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-FED-SOL	Regional Improvement Program - 2000 STIP - Federal Only - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST	Regional Improvement Program - 2000 STIP - State Only (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-ALA	Regional Improvement Program - 2000 STIP - State Only - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-CC	Regional Improvement Program - 2000 STIP - State Only - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-MRN	Regional Improvement Program - 2000 STIP - State Only - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-SCL	Regional Improvement Program - 2000 STIP - State Only - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-SF	Regional Improvement Program - 2000 STIP - State Only - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-SM	Regional Improvement Program - 2000 STIP - State Only - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-SOL	Regional Improvement Program - 2000 STIP - State Only - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-00-ST-SON	Regional Improvement Program - 2000 STIP - State Only - Sonoma County Share (TEA21)	RIP	STATE	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T2-02-AB3090-F/ST-ALA	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-AB3090-F/ST-CC	Regional Improvement Program - 2002 STIP - AB3090 - Federal/State - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-AB3090-F/ST-SCL	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-AB3090-F/ST-SF	Regional Improvement Program - 2000 STIP - AB3090 - Federal/State - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-ALA	Regional Improvement Program - 2002 STIP - Federal/State - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-CC	Regional Improvement Program - 2002 STIP - Federal/State - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-MRN	Regional Improvement Program - 2002 STIP - Federal/State - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-NAP	Regional Improvement Program - 2002 STIP - Federal/State - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-REG	Regional Improvement Program - 2002 STIP - Federal/State - Regional Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-SCL	Regional Improvement Program - 2002 STIP - Federal/State - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-SF	Regional Improvement Program - 2002 STIP - Federal/State - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-SM	Regional Improvement Program - 2002 STIP - Federal/State - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-SOL	Regional Improvement Program - 2002 STIP - Federal/State - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-F/ST-SON	Regional Improvement Program - 2002 STIP - Federal/State - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-FED-ALA	Regional Improvement Program - 2002 STIP - Federal Only - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-FED-CC	Regional Improvement Program - 2002 STIP - Federal Only - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-FED-SCL	Regional Improvement Program - 2002 STIP - Federal Only - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-FED-SF	Regional Improvement Program - 2002 STIP - Federal Only - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-FED-SM	Regional Improvement Program - 2002 STIP - Federal Only - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-GARVEE-DS-NHS-SCL	Regional Improvement Program - 2002 STIP - GARVEE - Debt Service - NHS - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-ALA	Regional Improvement Program - 2002 STIP - State Only - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-CC	Regional Improvement Program - 2002 STIP - State Only - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-MRN	Regional Improvement Program - 2002 STIP - State Only - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-NAP	Regional Improvement Program - 2002 STIP - State Only - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-REG	Regional Improvement Program - 2002 STIP - State Only - Regional Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-SCL	Regional Improvement Program - 2002 STIP - State Only - Santa Clara County Share (TEA21)	RIP	STATE	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T2-02-ST-SF	Regional Improvement Program - 2002 STIP - State Only - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-SM	Regional Improvement Program - 2002 STIP - State Only - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-SOL	Regional Improvement Program - 2002 STIP - State Only - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-02-ST-SON	Regional Improvement Program - 2002 STIP - State Only - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-ALA	Regional Improvement Program - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ALA	Regional Improvement Program - 1998 STIP - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-CC	Regional Improvement Program - 1998 STIP - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-ALA	Regional Improvement Program - 1998 STIP - Federal/State - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-CC	Regional Improvement Program - 1998 STIP - Federal/State - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-MRN	Regional Improvement Program - 1998 STIP - Federal/State - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-NAP	Regional Improvement Program - 1998 STIP - Federal/State - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-REG	Regional Improvement Program - 1998 STIP - Federal/State - Regional Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-SCL	Regional Improvement Program - 1998 STIP - Federal/State - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-SF	Regional Improvement Program - 1998 STIP - Federal/State - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-SM	Regional Improvement Program - 1998 STIP - Federal/State - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-SOL	Regional Improvement Program - 1998 STIP - Federal/State - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-SON	Regional Improvement Program - 1998 STIP - Federal/State - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-ALA	Regional Improvement Program - 1998 STIP - Federal - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-CC	Regional Improvement Program - 1998 STIP - Federal - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-MRN	Regional Improvement Program - 1998 STIP - Federal - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-NAP	Regional Improvement Program - 1998 STIP - Federal - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-REG	Regional Improvement Program - 1998 STIP - Federal - Regional Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-SCL	Regional Improvement Program - 1998 STIP - Federal - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-SF	Regional Improvement Program - 1998 STIP - Federal - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-SM	Regional Improvement Program - 1998 STIP - Federal - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-SOL	Regional Improvement Program - 1998 STIP - Federal - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-FED-SON	Regional Improvement Program - 1998 STIP - Federal - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-MRN	Regional Improvement Program - 1998 STIP - Marin County Share (TEA21)	RIP	STATE	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T2-FY98-NAP	Regional Improvement Program - 1998 STIP - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-REG	Regional Improvement Program - 1998 STIP - Regional Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-SCL	Regional Improvement Program - 1998 STIP - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-SF	Regional Improvement Program - 1998 STIP - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-SM	Regional Improvement Program - 1998 STIP - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-SOL	Regional Improvement Program - 1998 STIP - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-SON	Regional Improvement Program - 1998 STIP - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-ALA	Regional Improvement Program - 1998 STIP - State - Alameda County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-CC	Regional Improvement Program - 1998 STIP - State - Contra Costa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-MRN	Regional Improvement Program - 1998 STIP - State - Marin County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-NAP	Regional Improvement Program - 1998 STIP - State - Napa County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-SCL	Regional Improvement Program - 1998 STIP - State - Santa Clara County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-SF	Regional Improvement Program - 1998 STIP - State - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-SM	Regional Improvement Program - 1998 STIP - State - San Mateo County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-SOL	Regional Improvement Program - 1998 STIP - State - Solano County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-FY98-ST-SON	Regional Improvement Program - 1998 STIP - State - Sonoma County Share (TEA21)	RIP	STATE	TEA21
RIP-T2-SF	Regional Improvement Program - San Francisco County Share (TEA21)	RIP	STATE	TEA21
RIP-T3-02-AB3090-ST-REG	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - Regional Share	RIP	STATE	SAFETEA
RIP-T3-02-AB3090-ST-SF	Regional Improvement Program - SAFETEA - 2002 STIP - AB 3090 - State - San Francisco County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Alameda County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Contra Costa County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Santa Clara County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - San Francisco County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - San Mateo County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Solano County Share	RIP	STATE	SAFETEA
RIP-T3-06-F/ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP - Federal/State - Sonoma County Share	RIP	STATE	SAFETEA
RIP-T3-06-PTA-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - Marin County Share	RIP	STATE	SAFETEA
RIP-T3-06-PTA-SF	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - San Francisco County Share	RIP	STATE	SAFETEA

**2013 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-06-PTA-SM	Regional Improvement Program - SAFETEA - 2006 STIP - PTA - San Mateo County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP - State - Alameda County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP - State - Contra Costa County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-MRN	Regional Improvement Program - SAFETEA - 2006 STIP - State - Marin County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-NAP	Regional Improvement Program - SAFETEA - 2006 STIP - State - Napa County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP - State - Santa Clara County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP - State - San Francisco County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP - State - San Mateo County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP - State - Solano County Share	RIP	STATE	SAFETEA
RIP-T3-06-ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP - State - Sonoma County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-ALA	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Alameda County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-CC	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Contra Costa County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-SCL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Santa Clara County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-SF	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - San Francisco County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-SM	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - San Mateo County Share	RIP	STATE	SAFETEA
RIP-T3-06A-PTA-SOL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - PTA - Solano County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-ALA	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Alameda County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-CC	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Contra Costa County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-MRN	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Marin County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-NAP	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Napa County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-SCL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Santa Clara County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-SF	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - San Francisco County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-SM	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - San Mateo County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-SOL	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Solano County Share	RIP	STATE	SAFETEA
RIP-T3-06A-ST-SON	Regional Improvement Program - SAFETEA - 2006 STIP Augmentation - State - Sonoma County Share	RIP	STATE	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-08-ALA-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Alameda County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-CC-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Contra Costa County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-MRN-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Marin County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-NAP-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Napa County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-SCL-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Santa Clara County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-SF-ST	Regional Improvement Program - SAFETEA - 2008 STIP - San Francisco County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-SM-ST	Regional Improvement Program - SAFETEA - 2008 STIP - San Mateo County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-SOL-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Solano County Share - State	RIP	STATE	SAFETEA
RIP-T3-08-SON-ST	Regional Improvement Program - SAFETEA - 2008 STIP - Sonoma County Share - State	RIP	STATE	SAFETEA
RIP-T3-FY04-PY-SOL	Regional Improvement Program - SAFETEA - 2004 STIP - Solano County Share - Prior Year Funds	RIP	STATE	SAFETEA
RIP-T4-10-ST-ALA	2010 RTIP - Alameda Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-CC	2010 RTIP - Contra Costa Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-MRN	2010 RTIP - Marin Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-NAP	2010 RTIP - Napa Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-SCL	2010 RTIP - Santa Clara Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-SF	2010 RTIP - San Francisco Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-SM	2010 RTIP - San Mateo Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-SOL	2010 RTIP - Solano Share - State Funds	RIP	STATE	T4
RIP-T4-10-ST-SON	2010 RTIP - Sonoma Share - State Funds	RIP	STATE	T4
RIP-TE-T3-04-DIS-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Alameda Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Contra Costa Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Marin Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Santa Clara Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - San Francisco Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - San Mateo Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-04-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2004 STIP - County Discretionary - Federal/State - Solano Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Alameda Co. Share	RIP-TE	STATE	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T3-06-DIS-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Contra Costa Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Marin Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Napa Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Santa Clara Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - San Francisco Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - San Mateo Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Solano Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-DIS-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State - Sonoma Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Alameda Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Contra Costa Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Santa Clara Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - San Francisco Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - San Mateo Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Solano Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-06-TLC-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County TLC - Federal/State - Sonoma Co. Share	RIP-TE	STATE	SAFETEA
RIP-TE-T3-08-CC-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Contra Costa County Share - Federal/State	RIP-TE	STATE	SAFETEA
RIP-TE-T3-08-MRN-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Marin County Share - Federal/State	RIP-TE	STATE	SAFETEA
RIP-TE-T3-08-NAP-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Napa County Share - Federal/State	RIP-TE	STATE	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T3-08-SM-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - San Mateo County Share - Federal/State	RIP-TE	STATE	SAFETEA
RIP-TE-T3-08-SOL-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2008 STIP - Solano County Share - Federal/State	RIP-TE	STATE	SAFETEA
RIP-TE-T4-10-F/ST-ALA	2010 RTIP - Alameda Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-CC	2010 RTIP - Contra Costa Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-MRN	2010 RTIP - Marin Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-NAP	2010 RTIP - Napa Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-SCL	2010 RTIP - Santa Clara Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-SF	2010 RTIP - San Francisco Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-SM	2010 RTIP - San Mateo Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-SOL	2010 RTIP - Solano Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
RIP-TE-T4-10-F/ST-SON	2010 RTIP - Sonoma Share - Federal TE and State Matching Funds	RIP-TE	STATE	T4
SHA-T2	State Highway Account (TEA21)	SHA	STATE	TEA21
SHA-T2-SHOPP	State Highway Account - State Highway Operations and protection Program (TEA21)	SHA	STATE	TEA21
SHA-T2-SHOPP-EEM	State Highway Account - State Highway Operations and protection Program - Environmental Enhancements and Mitigation (TEA21)	SHA	STATE	TEA21
SHA-T2-SHOPP-IM	State Highway Account - State Highway Operations and protection Program - Interstate Maintenance (TEA21)	SHA	STATE	TEA21
SHA-T2-SHOPP-NHS	State Highway Account - State Highway Operations and protection Program - National Highway System (TEA21)	SHA	STATE	TEA21
SHA-T3-SHOPP-NHS	State Highway Account - SAFETEA - State Highway Operations and Protection Program - National Highway System	SHA	STATE	SAFETEA
SHA-T3-SHOPP-NHS-PY	State Highway Account - SAFETEA - State Highway Operations and Protection Program - National Highway System - Prior Year	SHA	STATE	SAFETEA
SLPP-T2	State and Local Partnership Program (TEA21)	SLPP	STATE	TEA21
SRTS-T3	Safe Routes To School - SAFETEA	SRTS	FEDERAL	SAFETEA
SRTS-T3	Safe Routes To School - SAFETEA	SRTS	STATE	SAFETEA
ST-CASH-T2	State Funds (TEA21)	ST-CASH	STATE	TEA21
ST-STP-ARRA-ALA	State STP ARRA - Alameda County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-ALA	State STP ARRA - Alameda County	ST-STP	STATE	ARRA
ST-STP-ARRA-CC	State STP ARRA - Contra Costa County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-CC	State STP ARRA - Contra Costa County	ST-STP	STATE	ARRA
ST-STP-ARRA-HM	State STP ARRA - Hwy Maint	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-HM	State STP ARRA - Hwy Maint	ST-STP	STATE	ARRA
ST-STP-ARRA-MRN	State STP ARRA - Marin County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-MRN	State STP ARRA - Marin County	ST-STP	STATE	ARRA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
ST-STP-ARRA-NAP	State STP ARRA - Napa County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-NAP	State STP ARRA - Napa County	ST-STP	STATE	ARRA
ST-STP-ARRA-REG	State STP ARRA - Region	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-REG	State STP ARRA - Region	ST-STP	STATE	ARRA
ST-STP-ARRA-SCL	State STP ARRA - Santa Clara County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SCL	State STP ARRA - Santa Clara County	ST-STP	STATE	ARRA
ST-STP-ARRA-SF	State STP ARRA - San Francisco	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SF	State STP ARRA - San Francisco	ST-STP	STATE	ARRA
ST-STP-ARRA-SHOPP	State STP ARRA -SHOPP	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SHOPP	State STP ARRA -SHOPP	ST-STP	STATE	ARRA
ST-STP-ARRA-SM	State STP ARRA - San Mateo	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SM	State STP ARRA - San Mateo	ST-STP	STATE	ARRA
ST-STP-ARRA-SOL	State STP ARRA - Solano County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SOL	State STP ARRA - Solano County	ST-STP	STATE	ARRA
ST-STP-ARRA-SON	State STP ARRA - Sonoma County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SON	State STP ARRA - Sonoma County	ST-STP	STATE	ARRA
ST-STP-ARRA-ST	State STP ARRA - State	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-ST	State STP ARRA - State	ST-STP	STATE	ARRA
ST-STP-T2	State - Surface Transportation Program - (TEA21)	ST-STP	FEDERAL	TEA21
ST-STP-T2	State - Surface Transportation Program - (TEA21)	ST-STP	STATE	TEA21
ST-STP-T2-ENH	State - Surface Transportation Program - (TEA21)	ST-STP	FEDERAL	TEA21
ST-STP-T2-ENH	State - Surface Transportation Program - (TEA21)	ST-STP	STATE	TEA21
ST-STP-T2-PASS	State - Surface Transportation Program - (TEA21)	ST-STP	FEDERAL	TEA21
ST-STP-T2-PASS	State - Surface Transportation Program - (TEA21)	ST-STP	STATE	TEA21
ST-STP-T3-GL	State - Surface Transportation Program - SAFETEA - Safety Local	ST-STP	FEDERAL	SAFETEA
ST-STP-T3-GL	State - Surface Transportation Program - SAFETEA - Safety Local	ST-STP	STATE	SAFETEA
ST-STP-T3-RL	State - Surface Transportation Program - SAFETEA - Railroad Local	ST-STP	FEDERAL	SAFETEA
ST-STP-T3-RL	State - Surface Transportation Program - SAFETEA - Railroad Local	ST-STP	STATE	SAFETEA
ST-STP-T3-SAFETY	State - Surface Transportation Program - SAFETEA - Safety	ST-STP	FEDERAL	SAFETEA
ST-STP-T3-SAFETY	State - Surface Transportation Program - SAFETEA - Safety	ST-STP	STATE	SAFETEA
ST-TEA-ARRA-ST	State TE ARRA	ST-TEA	STATE	ARRA
ST-TEA-T2-ENH	State - Transportation Enhancements (TEA21)	ST-TEA	STATE	TEA21
STA-FSP-T2	State Transit Assistance - Freeway Service Patrol (TEA21)	STA-FSP	STATE	TEA21
STP-ARRA-ALA	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-CC	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-MRN	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-NAP	Regional STP ARRA	STP	FEDERAL	ARRA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-ARRA-REG	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-SCL	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-SF	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-SM	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-SOL	Regional STP ARRA	STP	FEDERAL	ARRA
STP-ARRA-SON	Regional STP ARRA	STP	FEDERAL	ARRA
STP-T2	Regional Surface Transportation Program (TEA21)	STP	FEDERAL	TEA21
STP-T2-D	Regional Surface Transportation Program - Discretionary (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-CM	Regional Surface Transportation Program - FY 2000 - Corridor Management (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-CS	Regional Surface Transportation Program - FY 2000 - Customer Service (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-RAB	Regional Surface Transportation Program - FY 2000 - RABA (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-RE	Regional Surface Transportation Program - FY 2000 - Rehabilitation (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-RT	Regional Surface Transportation Program - FY 2000 - Regional Transit (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-TLC	Regional Surface Transportation Program - FY 2000 - Transportation for Livable Communities (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY00-X	Regional Surface Transportation Program - FY 2000 - Corridor Management (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY01-TLC	Regional Surface Transportation Program - FY 2001 - Transportation for Livable Communities (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY01-TLC-D	Regional Surface Transportation Program - FY 2001 - Transportation for Livable Communities - Discretionary (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY01-TLC-G	Regional Surface Transportation Program - FY 2001 - Transportation for Livable Communities - Guaranteed (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY01-TLC-HIP	Regional Surface Transportation Program - FY 2001 - Transportation for Livable Communities - Housing Incentive Program (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY02-TLC	Regional Surface Transportation Program - FY 2002 - Transportation for Livable Communities (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY96-D	Regional Surface Transportation Program - FY 1996 - Discretionary (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY96-G	Regional Surface Transportation Program - FY 1996 - Guaranteed (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY98-TLC	Regional Surface Transportation Program - FY 1998 - Transportation for Livable Communities (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY99-CSCM	Regional Surface Transportation Program - FY 1999 - Customer Service/Corridor Management (TEA21)	STP	FEDERAL	TEA21
STP-T2-FY99-RE	Regional Surface Transportation Program - FY 1999 - Rehabilitation (TEA21)	STP	FEDERAL	TEA21
STP-T2-G	Regional Surface Transportation Program - Guaranteed (TEA21)	STP	FEDERAL	TEA21
STP-T2-TE	Surface Transportation Program - Transportation Enhancement Activities (TEA21)	STP	FEDERAL	TEA21
STP-T3-1-CMA-PL	Regional Surface Transportation Program - SAFETEA - Cycle 1 - CMA Planning Activities	STP	FEDERAL	SAFETEA
STP-T3-1-CMA-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 1 - CMA Planning Activities - Transportation Plus	STP	FEDERAL	SAFETEA
STP-T3-1-RO	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Regional Operations	STP	FEDERAL	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T3-1-TCP-SF	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-1-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 1 - Transportation for Livable Communities - Planning Grants	STP	FEDERAL	SAFETEA
STP-T3-1A-BF	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - STIP/TCRP Backfill	STP	FEDERAL	SAFETEA
STP-T3-1A-LSR-SF	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - Local Streets and Roads - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-1A-SYS-MGT	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - System Management	STP	FEDERAL	SAFETEA
STP-T3-1A-SYS-TOS	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - System Traffic Operations System	STP	FEDERAL	SAFETEA
STP-T3-1A-TCP-SF	Regional Surface Transportation Program - SAFETEA - Cycle 1 Augmentation - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-2-AQ-SOL-SWAP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Air Quality - Eastern Solano - Exchange	STP	FEDERAL	SAFETEA
STP-T3-2-BF	Regional Surface Transportation Program - SAFETEA - Cycle 2 - STIP Backfill	STP	FEDERAL	SAFETEA
STP-T3-2-CMA-PL	Regional Surface Transportation Program - SAFETEA - Cycle 2 - CMA Planning Activities	STP	FEDERAL	SAFETEA
STP-T3-2-CMA-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - CMA Planning Activities - Transportation Plus	STP	FEDERAL	SAFETEA
STP-T3-2-LSR-SF	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Local Streets and Roads - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-2-RO	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Regional Operations	STP	FEDERAL	SAFETEA
STP-T3-2-TCP-SF	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transit Capital - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-2-TLC-HIP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Housing Incentive Program	STP	FEDERAL	SAFETEA
STP-T3-2-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Planning Grants	STP	FEDERAL	SAFETEA
STP-T3-2-TLC-SAP	Regional Surface Transportation Program - SAFETEA - Cycle 2 - Transportation for Livable Communities - Station Area Plans	STP	FEDERAL	SAFETEA
STP-T3-3-BF	Regional Surface Transportation Program - SAFETEA - Cycle 3 - STIP Backfill	STP	FEDERAL	SAFETEA
STP-T3-3-CMA-PL	Regional Surface Transportation Program - SAFETEA - Cycle 3 - CMA Planning Activities	STP	FEDERAL	SAFETEA
STP-T3-3-CMA-PL-TP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - CMA Planning Activities - Transportation Plus	STP	FEDERAL	SAFETEA
STP-T3-3-LSR-SF	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Local Streets and Roads - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T3-3-RBP-CO	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Regional Bicycle Program - County Program	STP	FEDERAL	SAFETEA
STP-T3-3-RO	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Regional Operations	STP	FEDERAL	SAFETEA
STP-T3-3-TCP-SF	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA
STP-T3-3-TLC-HIP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	STP	FEDERAL	SAFETEA
STP-T3-3-TLC-PL	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Planning Grants	STP	FEDERAL	SAFETEA
STP-T3-3-TLC-REG	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Regional Program	STP	FEDERAL	SAFETEA
STP-T3-3-TLC-SAP	Regional Surface Transportation Program - SAFETEA - Cycle 3 - Transportation for Livable Communities - Station Area Plans	STP	FEDERAL	SAFETEA
STP-T4-1-FPI	Regional Surface Transportation Program - T4 - Cycle 1 - Freeway Performance Initiative	STP	FEDERAL	T4
STP-T4-1-LSR-CO	Regional Surface Transportation Program - T4 - Cycle 1 - Local Streets & Roads Rehabilitation - County Program	STP	FEDERAL	T4
STP-T4-1-LSR-CO-PL-CMA	Regional Surface Transportation Program - T4 - Cycle 1 - Local Streets & Roads - County CMA Planning Activities	STP	FEDERAL	T4
STP-T4-1-LSR-FAS	Regional Surface Transportation Program - T4 - Cycle 1 - Local Streets & Roads - Federal Aid Secondary	STP	FEDERAL	T4
STP-T4-1-LSR-PMP	Regional Surface Transportation Program - T4 - Cycle 1 - Local Streets & Roads - Pavement Management Program	STP	FEDERAL	T4
STP-T4-1-PL-REG	Regional Surface Transportation Program - T4 - Cycle 1 - Regional Planning Activities	STP	FEDERAL	T4
STP-T4-1-RBP-CO-PL-CMA	Regional Surface Transportation Program - T4 - Cycle 1 - Regional Bicycle Program - County CMA Planning Activities	STP	FEDERAL	T4
STP-T4-1-RO	Regional Surface Transportation Program - T4 - Cycle 1 - Regional Operations	STP	FEDERAL	T4
STP-T4-1-RSI	Regional Surface Transportation Program - T4 - Cycle 1 - Regional Strategic Investments	STP	FEDERAL	T4
STP-T4-1-TLC-CO-PL-CMA	Regional Surface Transportation Program - T4 - Cycle 1 - Transportation for Livable Communities - County CMA Planning Activities	STP	FEDERAL	T4
STP-T4-1-TLC-SAP	Regional Surface Transportation Program - T4 - Cycle 1 - Transportation for Livable Communities - Station Area Planning	STP	FEDERAL	T4
TCSP-T2	Transportation and Community and System Preservation Pilot Program (TEA21)	TCSP	FEDERAL	TEA21
TCSP-T3-UPP	Transportation and Community and System Preservation Program - SAFETEA - UPP	TCSP	FEDERAL	SAFETEA
TEA-ARRA-REG	Regional TE ARRA	TEA	FEDERAL	ARRA
TEA-T2-FY00-TLC-NS	Transportation Enhancement Activities - FY 2000 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	FEDERAL	TEA21

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
TEA-T2-FY01-TLC-NS	Transportation Enhancement Activities - FY 2001 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	FEDERAL	TEA21
TEA-T2-FY02-TLC-NS	Transportation Enhancement Activities - FY 2002 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	FEDERAL	TEA21
TEA-T2-FY98-TLC-NS	Transportation Enhancement Activities - FY 1998 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	FEDERAL	TEA21
TEA-T2-FY99-TLC-NS	Transportation Enhancement Activities - FY 1999 - Transportation for Livable Communities - Non-STIP (TEA21)	TEA	FEDERAL	TEA21
TEA-T2-LOC	Transportation Enhancement Activities - Local (TEA21)	TEA	FEDERAL	TEA21
TEA-T2-LOC-NS	Transportation Enhancement Activities - Local - Non-STIP (TEA21)	TEA	FEDERAL	TEA21
TIGER-ARRA	TIGER - ARRA Federal DOT Discretionary	TIGER		ARRA
TIGGER-ARRA	TIGGER - ARRA FTA Discretionary	TIGGER		ARRA
TPD-T2	Transportation Planning and Development (TEA21)	TPD	STATE	TEA21
TPRD-T2	Transportation Planning Research and Development (TEA21)	TPRD	FEDERAL	TEA21
TSGP-T2	Transit Security Grant Program (TEA21)	TSGP	FEDERAL	TEA21
TSGP-T3	Transit Security Grant Program - SAFETEA	TSGP	FEDERAL	SAFETEA
VPPP-T2	Value Pricing Pilot Program - TEA21	VPPP	FEDERAL	TEA21
VPPP-T3-UPP	Value Pricing Pilot Program - SAFETEA - Urban Partnership Program	VPPP	FEDERAL	SAFETEA

APPENDIX A – 34

2013 TIP Detail

Financial Plan



Finances

3

CHANGE IN MOTION

“Change is the law of life, and those who look only to
the past or present are certain to miss the future.”

JOHN F. KENNEDY



Finances

Predicting the financial future is a difficult and rather speculative exercise, even in the most placid of periods. This point needs no underscoring today, in the wake of the serious financial crisis that started on Wall Street and spread to markets all around the globe during the fall of 2008. Still, one of the core functions of a long-range plan is to forecast how much money will be available to support the region's surface transportation investments over the next 25 years. In doing this, planners must "financially constrain" the plan, to ensure that the program of projects adopted will not exceed reasonably foreseeable future revenues. For this Transportation 2035 Plan, MTC's financial model takes a realistic approach. We contacted partner agencies for the latest estimates of local funds, examined historical growth trends of traditional and nontraditional revenue sources, and performed retrospective analyses of predecessor long-range plans to fine-tune our financial assumptions.

The nuts and bolts of the financial forecasts and plan expenditures are detailed in this chapter. However, the actual investment decisions made by the Commission to support pressing maintenance, system efficiency and expansion needs are presented in the "Investments" chapter, which follows this one.

Financial Assumptions

In the 1990s, two landmark bills — the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA 21, enacted in 1998) — helped reshape the federal surface transportation program to meet the nation's changing transportation needs. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), signed into law in 2005, builds on this firm foundation, supplying the funds and refining the framework for investments needed to maintain and grow our vital transportation infrastructure.

In compliance with SAFETEA, this Transportation 2035 Plan includes a financial plan demonstrating how the program of projects can be implemented, using resources that are reasonably expected to be available. Further, federal law now requires that revenues and project cost estimates must use an inflation rate to reflect "year of expenditure dollars." This plan does that. Past long-range plans have shown these figures in current, or nominal, dollars.

SAFETEA expires in 2009. Congress has begun drafting a new, multiyear act that could make sweeping changes in the way that transportation is funded at the federal level. However, for purposes of this financial plan, the best currently available financial assumptions were used in preparing the 25-year revenue projec-



tions. Specifically, revenue projections for federal transportation programs were made based on the existing structure of federally funded programs.

The financial assumptions for the financially constrained Transportation 2035 Plan are as follows:

- The federal highway program is assumed to continue in its current form. Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Highway Bridge funds are

assumed to grow at a rate of 4 percent annually. Base year revenue is set at the SAFETEA nationally authorized level for fiscal year (FY) 2008-09, and the Bay Area is projected to receive its historical proportionate share of these programs.

- Federal Transit Administration programs — Sections 5307, 5309, 5310, 5311, 5316 and 5317 — are based on the FY 2008-09 nationally authorized levels and are assumed to grow at a rate of 4 percent annually. The Bay Area is assumed to receive its historical proportionate share.

- State gas tax subventions and the Surface Transportation Improvement Program (STIP) revenue are assumed to maintain the current structure and distribution formula, as laid out in Senate Bill 45 (1997), over the 25-year period. Revenue projections and regional distribution shares for state funds are based on FY 2007-08 levels, and projections for fuel price and consumption growth are based on estimates developed by the Legislative Analyst's Office in 2007. Revenue estimates and regional shares for STIP funds are also consistent with the state's adopted 2008 STIP Fund Estimate.

- State Transit Assistance (STA) revenue is also based on current funding formulas and projections for fuel price and consumption growth developed by the Legislative Analyst's Office in 2007. However, the 25-year projection for STA revenue takes into account two financial adjustments. The STA revenue projection includes funds generated by the growth in sales tax on gasoline, which are commonly known as "spillover" funds. It also reflects the state Legislature's suspension of the STA program and spillover funds from FY 2009-10 through FY 2012-13; however, the projection assumes reinstatement of the STA program and spillover funds in FY 2013-14.

- State Highway Operations and Protection Program (SHOPP) revenues are based on

funding levels and growth rates assumed in the 2008 STIP Fund Estimate. The share of SHOPP funds assumed to flow to the Bay Area over the 25-year period is based on historical expenditure averages as reported in the 2006 SHOPP plan.

- Proceeds from Proposition 42 — the 5 percent sales tax on gasoline that is dedicated for transportation — augment funding for STA, STIP, and local streets and roads. Projected revenue from Proposition 42 is consistent with the assumption on fuel cost and gasoline consumption growth provided by the Legislative Analyst's Office.

- Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. Senate Bill 88 (2007) lays out the structure and distribution method for several of the bond programs. For those programs that do not currently have a structure or distribution formula in place on which to base assumptions regarding the region's share of these funds, it was assumed that the Bay Area's share of the funding would be proportionate to the region's share of population relative to the rest of the state.

- Bridge toll revenues are based on projected travel demand on the region's seven state-owned toll bridges. Toll-paid travel on the

bridges is projected to grow at varied annual rates of between 0.3 and 0.5 percent over the 25-year period.

- Bay Area Express Lane Network revenues included in the financially constrained plan represent projected net revenues available for other investments after financing the completion of the network and funding its operations and maintenance costs over the 25-year period. The revenue estimates are from the Bay Area HOT Network Study, completed in December 2008.

- Revenues from Assembly Bill 1107 (1977), the half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco, are assumed to grow at a rate derived by taking a weighted average of recent historical growth in sales tax revenue generations within the three counties.

- Transportation Development Act (TDA) revenue, derived from the statewide quarter-cent sales tax, is based on a five-year historical average of funding levels in each county. The growth rates assumed for TDA revenues in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties.

The growth rate used for Napa and Solano counties is the average of the growth rates in the other seven Bay Area counties.

- County and transit district transportation sales tax revenues in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 25-year period are assumed not to be renewed. Where they do not currently exist, transportation sales tax measures were not assumed in the financially constrained plan.
- Local streets and roads revenue includes revenue made available from local sources (not including county transportation sales tax measures) and Proposition 1B funding specific to street and road maintenance purposes. Local revenue estimates were based on information provided to MTC through a comprehensive survey conducted of local agencies. A regionwide growth rate based on historical average was applied to these revenues over the 25-year period.
- Operator-specific revenue projections including transit fares, Golden Gate Bridge tolls, AC Transit and BART property taxes, AC Transit parcel taxes, BART seismic bond proceeds, and San Francisco Municipal Transportation Agency general fund and parking revenue, have been provided by the respective operators.
- Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act, author-



izes \$10 billion in general obligation rail bond proceeds to help finance construction of a high-speed rail link between San Francisco and San Diego. Estimates of the Bay Area's share of revenue from Proposition 1A include \$408 million from the act's formula-based local connectivity program. The region's share was calculated based on 2007 data from the National Transit Database on track mileage, revenue vehicle miles and annual passenger trips for the region's rail operators. It was also assumed that the region would receive 12.5 percent, or \$1.13 billion, of the \$9 billion in nonformula-based bond funding that will

be available statewide. The region's share was estimated based on the percentage of the entire high-speed rail project (\$40 billion in total) that is estimated to be invested in the Bay Area.

Furthermore, in February 2009, President Obama signed into law (see photo above) the American Recovery and Reinvestment Act of 2009 (ARRA), which contained an \$8 billion appropriation for high-speed rail. Based on California's demonstrated commitment to high-speed rail (as evidenced by the passage of Proposition 1A) and its head start on

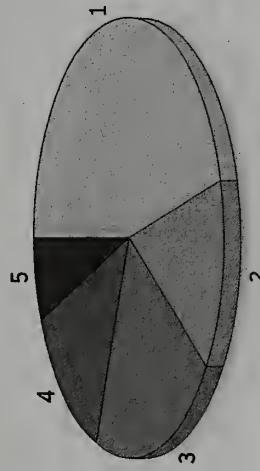
selecting routes, it is assumed that the state and, as a result, the Bay Area, are well situated to receive a significant portion of the ARRA high-speed rail funds. The revenue estimates assume that the Bay Area will receive about 19 percent, or \$1.5 billion, of the total nationwide appropriation.

- The inclusion of "Anticipated" revenues in the financially constrained plan strikes a balance between the past practice of only including specific revenue sources currently in existence or statutorily authorized, and the more flexible federal requirement of revenues that are "reasonably expected to be available" within the plan period.

MTC performed a retrospective analysis of projections for predecessor long-range plans, including a review of unexpected revenues that had come to the region but had not been anticipated or included in these projections. Over a 15-year analysis period, the San Francisco Bay Area received an annualized amount of roughly \$400 million (in 2008 dollars) from these "unanticipated" fund sources. These revenue sources include Traffic Congestion Relief Plan, Proposition 42, nonformula federal funds, and Proposition 1B funding. For each fund source, only the amount distributed to the Bay Area was included.

Based on this retrospective analysis, MTC believes it is reasonable to anticipate that

Projected 25-Year Plan Revenues

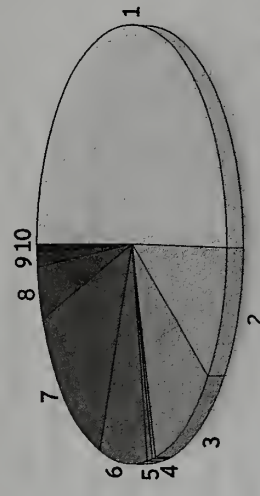


	Billions of Dollars	Percent of Total
1 Local	\$101	46%
2 Regional	\$31	14%
3 State	\$45	21%
4 Federal	\$28	13%
5 Anticipated	\$13	6%
Total Plan Revenues	\$218	100%

additional revenues will become available to the region over the course of the Transportation 2035 Plan period. MTC generated an estimate of these anticipated revenues by projecting the \$400 million figure forward at a 3 percent annual growth rate. To be conservative, these revenues are not assumed in the first five years of the plan.

Additional detail on Transportation 2035 financial assumptions and funding amounts is available in the *Project Notebook*, listed in Appendix 2.

Transportation 2035 Plan Expenditures



	Billions of Dollars	Percent of Total
Maintenance		
1 Transit	\$111	51%
2 Highway	\$22	10%
3 Local Roads	\$24	11%
System Efficiency		
4 Transit	\$<1	<1%
5 Highway	\$3	1%
6 Local Roads	\$17	8%
Expansion		
7 Transit	\$30	14%
8 Highway	\$8	4%
9 Local Roads	\$3	1%
10 Risk Contingency	\$<1	<1%
Total Expenditures	\$218	100%

Transportation 2035 Risk Assessment

The Federal Highway Administration and Federal Transit Administration encouraged MTC to take a more detailed look at the cost estimates in the long-range plan to address concerns about financial plans for large-scale transportation projects. Accordingly, MTC conducted a risk assessment to identify and quantify high risks for the program of projects included in the Transportation 2035 Plan, and to determine the appropriate amount of funding reserve needed to assure successful completion of projects.

MTC used a probabilistic risk model to calculate the risks associated with project costs, scopes and schedules, taking into account project unknowns and unanticipated expenses. In its evaluation, MTC found that a majority of the project sponsors accounted adequately for risks by setting aside the appropriate level of project contingency for each phase of their project (environmental, design, right-of-way and construction). However, to protect against cases where project risks might not have been adequately or accurately estimated, the Commission decided to add a risk contingency at the plan level. Evaluation results suggested a minimum risk contingency of \$200 million



would be appropriate, and the Commission included this amount in the Transportation 2035 budget to cover any cost overruns, schedule conflicts and other unknowns that may occur during project delivery for near-term projects.

Transportation 2035 Budget

Applying these assumptions to the main transportation revenue sources yields a 25-year revenue estimate of \$218 billion. This becomes the budget for the financially constrained plan. As shown in the "Revenues" pie chart on page 35, nearly half of these funds are from local sources, primarily transit fares, dedicated sales tax programs, and state and county tax subventions to local streets and roads. Making up the remainder of the pie are state and federal revenues (mainly derived from gas taxes), regional sources (mostly bridge tolls), and "Anticipated" revenues (see previous page for explanation).

Prioritizing these funds for projects that offer the highest performance "bang for our buck" is a necessary first step of this plan. Given the many competing needs — whether for system maintenance, efficiency or expansion — the full impact of working within a \$218 billion budget can only be appreciated when matching available revenues against the costs incurred in managing a mature, but growing, transportation system. The tradeoffs that the Commission had to consider in making its investment decisions were tough to say the least, especially since the shortfalls for replacing transit capital assets and maintaining local streets and roads have doubled since the last plan (after adjusting for the conversion to escalated dollars).

Plan Investments Address Core Concerns

The \$218 billion in plan expenditures support the Three Es of Economy, Environment and Equity, and attempt to foster the kinds of changes envisioned in Transportation 2035.

Support for Public Transit Benefits Economy and Environment

Almost two-thirds of plan expenditures are spent on public transit (see pie chart top middle) in an effort to reduce vehicle miles traveled, congestion on Bay Area freeways, and greenhouse gas and particulate matter emissions.

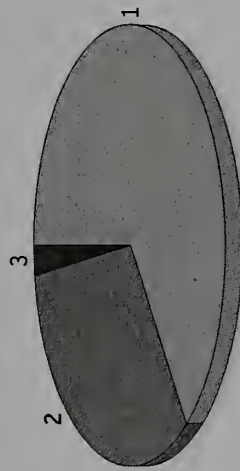
Investments Sustain Urban Core

Over 80 percent of the plan expenditures go toward maintaining and operating the existing transportation system. Most of our transportation infrastructure is located in the urban core, and funding system maintenance and operations helps support the vitality of the urban core (see pie chart top right).

Plan Fosters Focused Growth

Reflecting Transportation 2035's commitment to focused growth, 95 percent of plan expenditures are directed to maintenance and transit expansion, with another 2 percent (\$4 billion) being directed to bicycle and pedestrian improvements. (See pie chart top right.) This hefty financial investment supports the efforts of FOCUS to direct more housing and jobs in a network of

Plan Expenditures by Mode



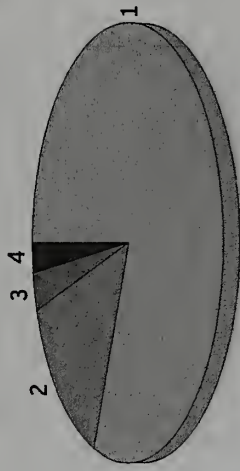
	Billions of Dollars	Percent of Total
1 Transit	\$ 141	65%
2 Roads and Bridges	\$ 73	33%
3 Bicycle, Pedestrian & Other*	\$ 4	2%
Total Expenditures	\$218	100%

transit-connected, bicycle-friendly and walkable neighborhoods, primarily located in the region's existing urban core.

Transit Promotes Equity and Access

Almost two-thirds of plan expenditures go to projects that improve transit services (see pie chart top middle). Directing a majority of our funds to transit maintenance and operations supports equitable access because the transit network largely provides lifeline services, and transit expansion is occurring in or near communities where low-income and minority residents are concentrated.

Plan Expenditures by Function



	Billions of Dollars	Percent of Total
1 Maintenance and Operations	\$ 177	81%
2 Transit Expansion	\$ 30	14%
3 Road Expansion	\$ 7	3%
4 Bicycle, Pedestrian & Other*	\$ 4	2%
Total Expenditures	\$218	100%

Climate-Friendly Investments Dominate Spending

The overwhelming share of plan expenditures — 97 percent — goes to support maintenance and operations, transit expansion, and bicycle and pedestrian improvements. These directly support the regional effort to respond responsibly to climate change. Many of the discrete investments in the plan are climate-friendly and aim to reduce greenhouse gas emissions from transportation sources.

*"Other" includes \$400 million for Lifeline Transportation serving low-income travelers and \$400 million for the Transportation Climate Action Campaign.

Revenues projected to be available over the 25-year Transportation 2035 Plan period are characterized as either Committed Funds or Discretionary Funds. Committed Funds are funds that have been reserved by law for specific uses, or allocated by MTC action (prior to the development of the Transportation 2035 Plan). These would include voter-approved funding mechanisms at both the local and regional level, and certain state and federal funds. (The plan's treatment of these funds is consistent with MTC policy concerning prior commitments, as adopted in MTC Resolution 3868.) Discretionary Funds are moneys available to MTC (and not already programmed as Committed Funds) for assignment to projects via the Transportation 2035 Plan planning process. Of the \$218 billion in projected Transportation 2035 revenue, \$186 billion (85 percent) is characterized as Committed Funds. The remaining \$32 billion (15 percent) is discretionary revenue (mostly state and federal funds) that the Commission may direct to fully fund existing projects or support new investments as detailed in this plan.

The spending recommendations proposed by the Transportation 2035 Plan are focused on maintaining and operating the existing transportation system efficiently and pursuing investments that maximize system efficiency and support strategic expansions where needed. As shown in the pie chart to the right on page 35, \$157 billion of the budget — 72 percent — will



go toward ongoing maintenance and rehabilitation of the region's transportation infrastructure. The remaining expenditures include another \$20 billion (9 percent) toward system operations and efficiency projects and \$41 billion (19 percent) to expand our highways, transit and local roads. A \$200 million risk contingency is added for the first time as part of the plan expenditures for purposes of assuring successful delivery of nearer-term projects (see "Transportation 2035 Risk Assessment," on page 36).

Though the funding picture presented here covers most of the region's projected transpor-

tation expenses, it does not capture the entire "universe" of transportation spending in the region. For example, the \$218 billion does not include airports, seaports, and private freight and rail operations. Neither does it include the large personal expenditures on transportation by individuals, largely through out-of-pocket costs for automobiles — purchase price, gasoline, insurance, maintenance costs, etc.

In the following chapter, "Investments," we take a closer look at the key funding decisions and key program emphases in the Transportation 2035 Plan.

Investments

4

CHANGE IN MOTION

“You must be the change you wish to see in the world.”

MOHANDAS GANDHI

Investments

Keep Our System in a State of Good Repair	42
Lead the Charge on Climate Protection	46
Maximize System Performance Through Technology	52
Price Highway Travel Demand	60
Provide Equitable Access to Mobility	66
Keep Walking and Rolling	68
Take Bold Steps Toward Focused Growth	72
Moving Goods in Northern California	75
Deliver the Next Generation of Transit	78

Investments

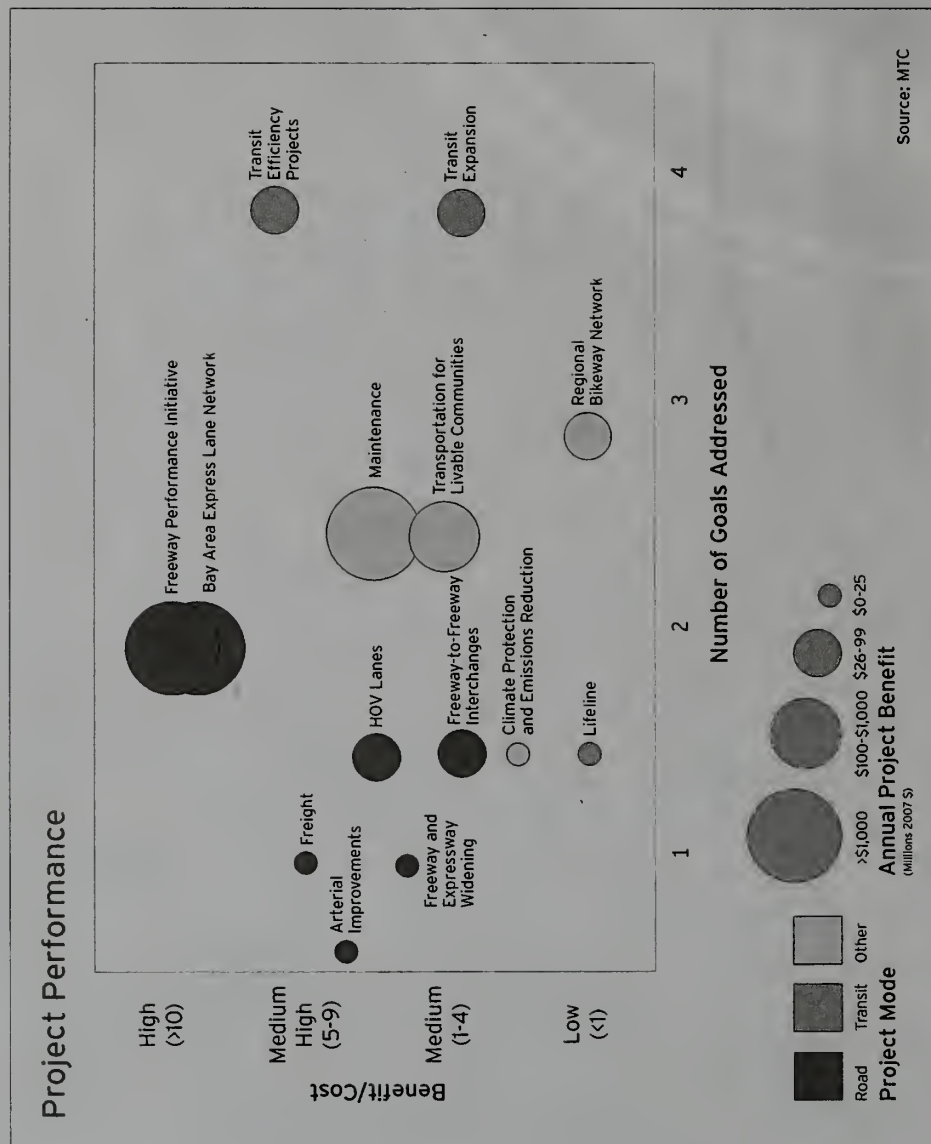
In crafting an investment program for the Transportation 2035 Plan, the Commission had to grapple with a number of important, but often competing, questions. How much do we invest in the maintenance, system efficiency and expansion of our regional transportation system when needs exceed available revenue? What are the consequences of investing in one transportation priority but not another? How should we weigh specific project performance characteristics in assembling a package of investments to address the plan's various goals?

The Commission proceeded to identify the investment plan in a systematic way, starting with a performance assessment of individual projects, followed by investment tradeoff discussions among transportation partners and stakeholders. The financially constrained investment strategy ultimately adopted by the Commission should help the region make progress on several key fronts, but further progress will be needed.

Assessing Project Performance

MTC performed a detailed assessment of some 700 projects proposed for consideration in the financially constrained Transportation 2035 Plan. The two-part project assessments included a quantitative appraisal to measure benefit/cost with respect to the performance objectives, and a qualitative policy assessment to reflect the somewhat broader considerations embodied in the Three Es and plan goals.

The purpose of this project-by-project assessment was to identify matches and outliers — projects that most strongly support the Transportation 2035 Plan's performance objectives and goals, and those that most obviously do not. The Commission's intent was to include the highest-performing projects (those that both yield a high financial return for each dollar invested and address multiple goals), and to exclude the lowest-performing projects (those that cost more than the benefits produced and address only a few goals). As shown in the graph to the right, high performers included investments such as the Freeway Performance Initiative, Bay Area Express Lane Network, and transit efficiency projects; while lower performers were found among some freeway and expressway widenings, freeway-to-freeway interchanges, and even regional projects like lifeline transportation and climate protection programs.



The results of the performance assessment guided the Commission in making tradeoffs among competing priorities vying for funding and inclusion in the financially constrained plan. But performance results were not the only factor.

The Commission also considered input from our transportation partners and stakeholders, and took into account local priorities and the regional need for specialized programs focused on lifeline transportation, bicycle use, climate

Investing in Change

Over the 25-year time span of this long-range plan, MTC estimates that \$218 billion will be spent on transportation in the Bay Area. In addition to the \$186 billion committed primarily to maintaining and operating our existing regional transportation system, Transportation 2035 sets change in motion with \$32 billion of new, discretionary investments — fresh ideas, clever innovations and bold initiatives — that will improve travel in the region and overall quality of life. These Transportation 2035 investments are displayed in the table to the left.

The multimillion dollar investments made in the Transportation 2035 Plan are set forth in this chapter, presented in broad, thematic groupings. Our intent is to highlight key investments that maintain and expand our transit systems, keep our roadways in a state of good repair, respond to environmental and land-use changes, and maximize mobility and accessibility for all transportation users. Individual projects (listed by county) can be found in Appendix 1.

Summary of Discretionary Funding (With Remaining Shortfalls)

In billions of year-of-expenditure dollars

	Total Need	Committed Funds	Discretionary Funds	Remaining Shortfall
Maintenance				
Local Streets and Roads Maintenance	\$ 34.5	\$ 16.3	\$ 7.0	\$ 11.2
Transit Capital Replacement	\$ 40.3	\$ 16.7	\$ 6.4	\$ 17.2
Transit Operations	\$ 98.0	\$ 90.0	\$ -	\$ 8.0
State Highway Maintenance	\$ 17.0	\$ 4.0	\$ -	\$ 13.0
Efficiency				
Lifeline Transportation Program	\$ 0.7	\$ 0.3	\$ 0.4	\$ -
Regional Bicycle Program	\$ 1.0	\$ -	\$ 1.0	\$ -
Transportation Climate Action Campaign	\$ 0.4	\$ -	\$ 0.4	\$ -
Planning Funds	\$ 0.3	\$ -	\$ 0.3	\$ -
Transportation for Livable Communities	\$ 2.2	\$ -	\$ 2.2	\$ -
Freeway Performance Initiative	\$ 1.6	\$ -	\$ 1.6	\$ -
Expansion				
Transit and Roadway Expansion*	\$ -	\$ -	\$ 12.1	\$ -
Risk Contingency	\$ 0.2	\$ -	\$ 0.2	\$ -
Total	\$ 196.2	\$ 127.3	\$ 31.6	\$ 49.4

*Includes \$6.1 billion in net Bay Area Express Lane Network revenue

Source: MTC

protection and other policy considerations. In some cases, these policy considerations outweighed poor performance results.

Ultimately, the Commission found that using a performance-based approach to defining

the investment priorities not only made good analytic and policy sense but also framed the policy discussion and decision-making process. See the *Performance Assessment Report* (as described in Appendix 2) for more details.

Change in Motion

To sustain vital Bay Area transportation infrastructure, the Transportation 2035 Plan:

- Commits \$7 billion in discretionary funds to prevent further deterioration of local streets and roads. This is a break-even move that will help cities and counties keep pavement in the same "fair" condition as it is now, but will not make it easier to reduce maintenance backlogs or meet their improvement targets.
- Dedicates \$6.4 billion in discretionary funds for transit capital expenses around the Bay Area, covering the entire shortfall for bus, railcar and ferry replacement, but just one-quarter of the shortfall for other high-priority investments. To handle \$8 billion in anticipated operating shortfalls, transit agencies will have to increase revenues and improve the efficiency of their systems. A prime focus of regional advocacy efforts will be to generate additional revenues for transit operations.
- Leaves a \$13 billion shortfall for state highway maintenance. For financing highway upkeep, the Commission believes that responsibility rests with Caltrans, which owns and operates the state highway system.

Keep Our System in a State of Good Repair

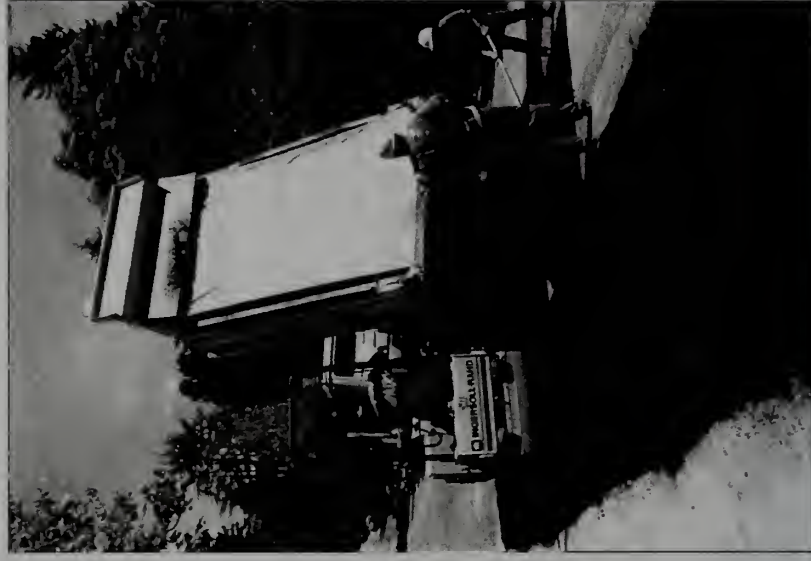
Local Streets and Roads

The strength of the Bay Area's transportation network lies in its local streets and roads — and the bridges, sidewalks, curbs and gutters, wheelchair ramps, bike paths, traffic signals and storm drains that go with them. But this intricate network of arterials, collectors and local roads is crumbling under the weight of decades of underinvestment. The 25-year pavement and nonpavement maintenance needs for the Bay Area total \$34.5 billion. Committed revenues over the same period of time are expected to cover \$16.3 billion, or less than 50 percent of the need, leaving more than \$18 billion in shortfalls. The Transportation 2035 Plan directs \$7 billion in discretionary funds to address, but not close, this funding gap.

Funding for local road maintenance typically comes from a range of sources, including state gasoline taxes, county sales taxes, and local sources such as city and county general funds, bonds and traffic-impact fees. But as the need for maintenance grows, the available funding is shrinking. The state gas tax loses an average 3 percent of its purchasing power each year due to inflation. General fund contributions are declining due to increased competition from

other pressing needs such as public safety and health care. County transportation sales taxes typically dedicate less than 25 percent of revenues to local street and road maintenance.

To help cities and counties wisely use scarce roadway maintenance dollars, MTC advocates preventive maintenance as the most cost-effective way to extend the serviceability of local streets. Experience shows that delayed maintenance leads to even costlier rehabilitation.



Indeed, a municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same roadway if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (see graph at bottom right).

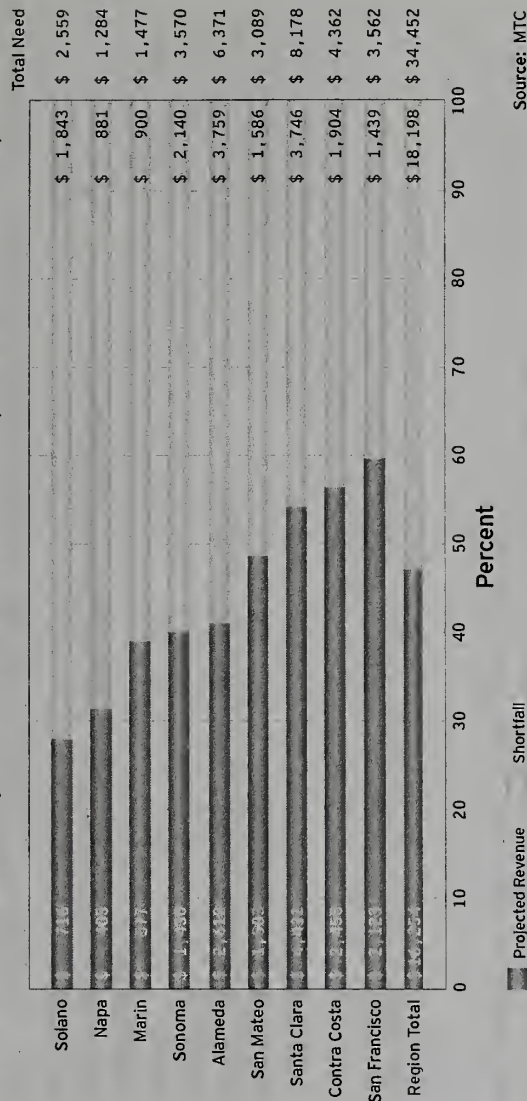
Despite MTC's emphasis on preventive maintenance, the region's backlog of needed repairs likely will more than triple over the next 25 years as roadways deteriorate faster than cities and counties are able to keep pace. Spending on street and road maintenance would have to increase by nearly 70 percent during this time just to maintain current conditions. The magnitude of the combined regional funding shortfall indicates many cities and counties will have to defer needed maintenance on some roadways, thus increasing overall costs.

Transit

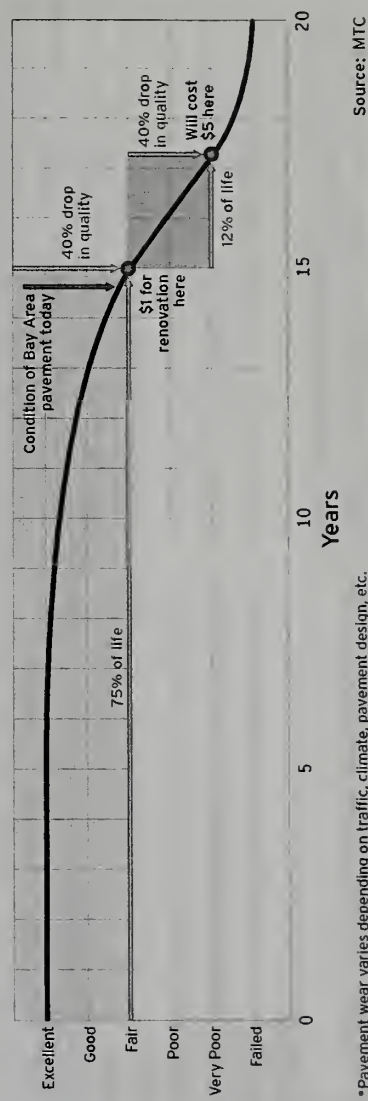
Buses, trains, ferries, light-rail vehicles, cable cars and streetcars not only provide mobility for people without cars — including those who are low-income, elderly, disabled or too young to drive — they also provide a viable alternative to driving for hundreds of thousands of area residents who do own cars. By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions.

Road Maintenance Expenditures by Bay Area County, 2009 - 2033 Ranked by Relative Size of Shortfall

Dollar amounts in millions; Projected Revenue does not include Transportation 2035 discretionary funds.



Pavement Condition Over Time*



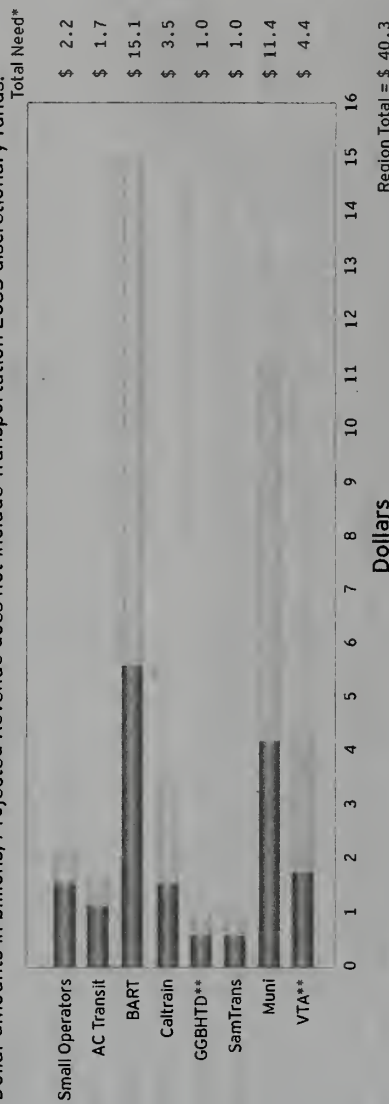
Yet despite the transit network's importance, maintaining and sustaining the network is an unending struggle. The cost of buying the fuel and paying the drivers, mechanics, dispatchers and others necessary to operate a transit system — and paying for the replacement of buses, train cars, tracks, fare machines and other capital equipment — far outpaces available funds. And just as with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation down the road. So the Commission has made funding for transit vehicles and fixed guideway replacement and rehabilitation a higher investment priority than proposed service expansion.

Over the next 25 years, operating and capital replacement costs for Bay Area transit providers are projected to total \$138 billion. This includes \$98 billion in operating costs plus \$40 billion for capital replacement. But dedicated revenues over the same period, which do not include discretionary funding directed by the Transportation 2035 Plan, are expected to total only \$107 billion (\$90 billion for operations and \$17 billion for capital). The result is \$31 billion in initial unfunded needs.

The Transportation 2035 Plan helps to address transit capital needs with an investment of \$6.4 billion in discretionary funds, leaving a remaining shortfall of \$25 billion (\$8 billion for operations, and \$17 billion for capital).

Transit Capital Replacement Costs by Operator, 2009 - 2033

Dollar amounts in billions; Projected Revenue does not include Transportation 2035 discretionary funds.



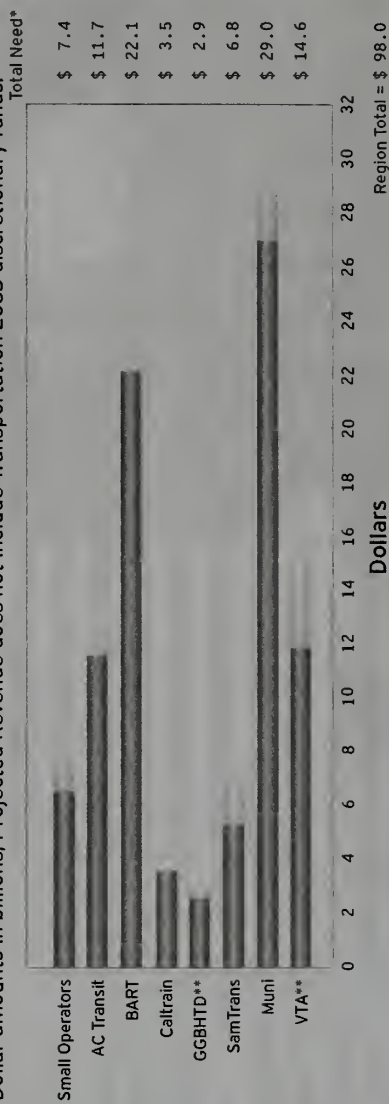
* Total transit capital replacement needs are estimated based on data available from each operator at the time of the analysis. Commission policy that directs regional discretionary funding to cover the shortfall may take into account differences in 25-year projected shortfalls and needs identified in the near term.

** VTA = Santa Clara Valley Transportation Authority; GGBHTD = Golden Gate Bridge, Highway and Transportation District

Source: MTC

Transit Operating Costs by Operator, 2009 - 2033

Dollar amounts in billions; Projected Revenue does not include Transportation 2035 discretionary funds.



* Total transit operating needs are estimated based on data available from each operator at the time of the analysis.

** VTA = Santa Clara Valley Transportation Authority; GGBHTD = Golden Gate Bridge, Highway and Transportation District

Source: MTC

Maintaining the System — Transportation 2035 Funding Levels

In billions of year-of-expenditure dollars

	Total Need	Committed Funds	Discretionary Funds	Shortfall
Local Streets and Roads	\$ 34.5	\$ 16.3	\$ 7.0	\$ 11.2
Transit Capital	\$ 40.3	\$ 16.7	\$ 6.4	\$ 17.2
Transit Operations	\$ 98.0	\$ 90.0	\$ -	\$ 8.0
State Highways	\$ 17.0	\$ 4.0	\$ -	\$ 13.0

The rising cost of transit operations is driven in large part by soaring fuel and health care expenses. On the capital side, two key points stand out:

- Muni and BART carry the largest number of Bay Area transit riders, and have by far the largest capital replacement needs. Together, these operators account for some \$27 billion, or nearly two-thirds of the region's 25-year transit capital needs. And the agencies' combined \$17 billion capital shortfall makes up almost 75 percent of the regional total (before taking into account Transportation 2035 discretionary funds).

- Many of the Bay Area's transit capital needs — and shortfalls — are for assets that receive high marks from the region's Transit Capital Priorities policy scoring system, which is used to rank transit projects that compete for federal transit money. These high-priority investments include revenue vehicles (buses,

rail cars and ferries), track, bridges, tunnels, train control and power systems, and communications systems. Total need for such investments comes to \$29 billion over the next 25 years. Yet even if all dedicated transit capital revenues were spent on these projects, the region would still face a \$13 billion shortfall for these high-priority projects.

State Highways

California's 50,000 lane-mile state highway system is the foundation on which the vitality of California's economy is built, linking people and goods with intermodal transportation facilities, growing metropolitan centers, and major international airports and ports. Our state highway system is a transportation resource valued in excess of \$300 billion.

Much of this system was built in the 1950s, 1960s and early 1970s to serve the growing California population and economy. Today, some

of these infrastructure assets are aging beyond their useful life and in need of rehabilitation and reconstruction. Nearly 15,000 lane miles of the state highway system are distressed such that the pavement is of poor structural condition and poor ride quality. Increases in vehicle travel and goods movement have contributed to a faster rate of pavement deterioration, concentration of accidents and more hours of traffic congestion. Compounding the problem is the lack of maintenance funding and the rise of construction costs, which have led to project delays, deferred maintenance, accelerated deterioration, and ultimately higher project costs.

State law requires Caltrans to prepare a 10-year plan for the State Highway Operation and Protection Program (SHOPP). The SHOPP identifies the various needs for all state-owned highways and bridges. As illustrated in the table above, Bay Area highway maintenance needs over the 25-year life of this Transportation 2035 Plan total about \$17 billion. Projected revenues over the same period are expected to cover only \$4 billion, resulting in \$13 billion in unfunded needs. The Commission has not yet identified any new funding sources for the \$13 billion in unfunded SHOPP needs. The magnitude of the Bay Area's highway rehabilitation needs and lack of funding suggests that maintenance will have to be delayed or deferred on some highways, unless a new source of state funding can be identified.

Change in Motion

To combat global warming and help clean Bay Area air, the Transportation 2035 Plan:

- Commits \$400 million to fund a multi-agency Transportation Climate Action Campaign to reduce our carbon footprint, complementing MTC's Transportation for Livable Communities Program, Regional Bicycle Program, Regional Rideshare Program, and other Transportation 2035 bicycle and pedestrian investments.
- Directs \$45 million to the Bay Area Air Quality Management District's Goods Movement Emission Reduction Program to curb diesel particulate matter emissions that pose serious health threats to Bay Area residents — particularly children and adults with respiratory ailments, and those residing near the Port of Oakland and along major goods movement corridors.

Lead the Charge on Climate Protection

All but a few skeptics now acknowledge that climate change is real, that it is largely caused by human activity (particularly the burning of fossil fuels), and that it can have profound consequences for our planet. There is growing consensus, too, that climate change will have a dramatic local impact on California and the Bay Area.

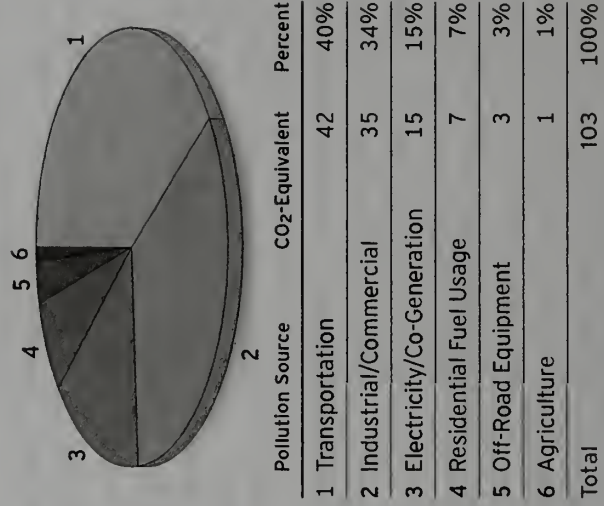
The Bay Area emits greenhouse gases (GHGs), principally carbon dioxide, at three times the world average; and 40 percent of these emissions come from the transportation sector, mostly from cars, trucks, buses, trains and ferries (see graph to the right). GHGs linger for years, trapping heat in the earth's atmosphere and causing the global climate to change.

Because the consequences of climate change are serious, the Bay Area needs to take aggressive action to reduce its transportation-related emissions, setting the example for the rest of California and for the national and international community. We will have to consider these consequences throughout our transportation and land-use planning; and we will need to ensure climate resilience in our infrastructure and development choices (see map on page 49).

Regional Response to Climate Change

Time is of the essence for the Bay Area's response to climate change. The urgency of the situation requires immediate action. Some actions by their very nature will take longer to implement, due in part to the high amount of financial investment, political capital and time required. As a first step, the four regional

CO₂-Equivalent Emissions in the Bay Area, by Major Categories



Source: BAAQMD, 2007 Source Inventory of Greenhouse Gas Emissions
Emissions in million metric tons/year; data is for 2007

agencies — MTC, the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission and the Association of Bay Area Governments — are sponsoring a Transportation Climate Action Campaign.

The Commission has earmarked \$400 million toward the Transportation Climate Action Campaign, which aims to enable individuals to develop climate-friendly behaviors, reduce the Bay Area's carbon footprint, and lay the groundwork for ongoing future climate change initiatives. The Transportation Climate Action Campaign focuses on public outreach and education efforts to alter driving and travel behaviors and to offer a suite of complementary grants, incentives and action-oriented programs. In addition to the public outreach, education and advocacy efforts, specific programs to be pursued include, but are not limited to, the following:

Climate Grants Program

The Climate Grants Program will fund major demonstration projects to test the most innovative strategies to promote changes in driving and travel behaviors. Given that this is the first time that the region has focused its energies on a climate protection initiative, this program provides a great opportunity to learn what kinds of strategies can most effectively reduce GHG emissions. Potential projects may seek to



increase the use of low-GHG alternative fuels, expand car-sharing programs, or implement low-GHG tire incentive programs or pricing demonstration projects.

Safe Routes to Schools

The Safe Routes to Schools Program aims to increase the number of children who walk or bicycle to school by funding projects that remove barriers to such activities. Barriers often include lack of infrastructure, unsafe facilities that result in uninviting walking and bicycling conditions, and lack of education and enforcement programs aimed at children, parents and

the community at large. Through the Safe Routes to School program, local champions work with parents, schools, and transportation, health and law enforcement providers to implement community solutions. This program would provide additional funding to expand existing Safe Routes to Schools programs that are being implemented successfully in Marin, Alameda and Contra Costa counties, and offer new funding to implement similar programs in other counties.

California Out in Front

Whereas the federal government has yet to act on reducing GHG emissions, California legislators have responded to climate change with some of the strongest environmental laws ever passed. Three prominent laws that will shape our efforts to regulate GHGs include:

Assembly Bill 1493 (Pavley)

Assembly Bill 1493, enacted in 2002, requires the California Air Resources Board (ARB) to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger cars and light- and medium-duty trucks sold in California for 2009 and subsequent model years. Under ARB regulations adopted in 2004, automakers must meet increasingly stringent GHG emission standards that phase in between 2009 and 2016. And, California has committed to implement revised, more-stringent GHG emission limits by 2020 (the Pavley Phase 2 rules). While EPA had earlier refused to grant a waiver that would allow California to implement its tighter standards, President Obama recently ordered the EPA to reconsider its denial of California's request for a waiver.

Assembly Bill 32: California Global Warming Solutions Act

The California Global Warming Solutions Act (Assembly Bill 32), a groundbreaking law signed by Governor Schwarzenegger in September

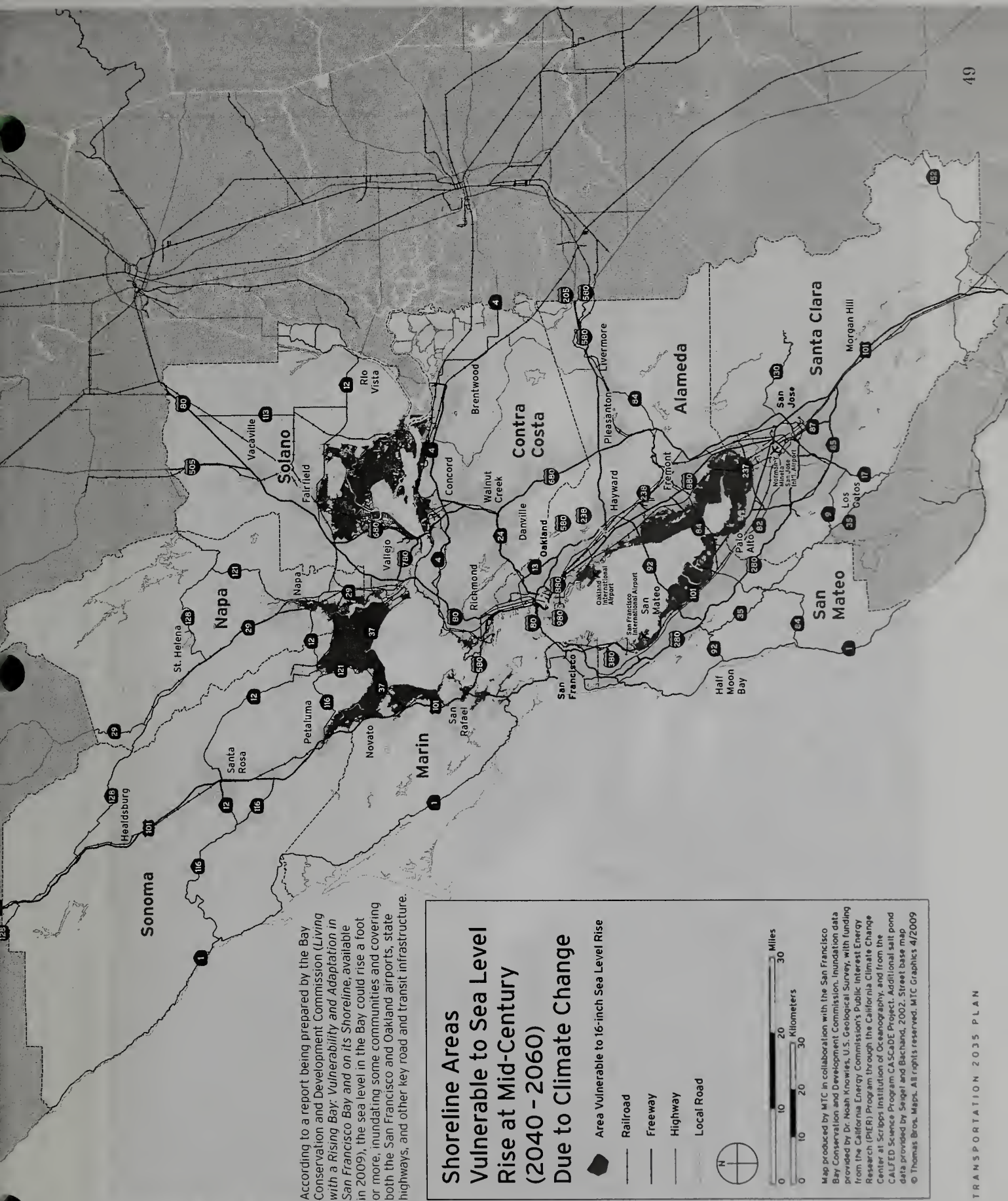


2006 (see photo above), requires reduction of statewide GHG emissions to 1990 levels by the year 2020. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 15 percent from today's levels. In December 2008, the ARB approved the scoping plan that outlines strategies the state will use to reduce GHGs.

Senate Bill 375 (Steinberg)

Senate Bill 375, signed into law in September 2008, establishes a process for ARB to implement AB 32 by requiring ARB to adopt by September 30, 2010, regional GHG targets for

emissions associated with the automobile and light truck sector. Metropolitan planning organizations such as MTC are required to develop a Sustainable Communities Strategy (SCS) element in their long-range plans to strive to reach the GHG reduction targets. The SCS adds three new elements to the plan: 1) a land-use component; 2) a resource and farmland protection component; and 3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions. In the Bay Area, the provisions of Senate Bill 375 will apply to the successor plan to Transportation 2035, scheduled for adoption in 2013.



According to a report being prepared by the Bay Conservation and Development Commission (*Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline*, available in 2009), the sea level in the Bay could rise a foot or more, inundating some communities and covering both the San Francisco and Oakland airports, state highways, and other key road and transit infrastructure.

Shoreline Areas Vulnerable to Sea Level Rise at Mid-Century (2040 - 2060)

Due to Climate Change

Area Vulnerable to 16-inch Sea Level Rise

Railroad

Freeway

Highway

Local Road

0 10 20 30

0 10 20 30

Miles
Kilometers

Map produced by MTC in collaboration with the San Francisco Bay Conservation and Development Commission. Inundation data provided by Dr. Noah Knowles, U.S. Geological Survey, with funding from the California Energy Commission's Public Interest Energy Research (PIER) Program through the California Climate Change Center at Scripps Institution of Oceanography, and from the CALFED Science Program CASCADE Project. Additional salt pond data provided by Saepe and Bachand, 2002. Street base map © Thomas Bros. Maps. All rights reserved. MTC Graphics 4/2009

TRANSPORTATION 2035 PLAN

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Safe Routes to Transit

The Safe Routes to Transit Program encourages walking and biking to transit, and offers funding for infrastructure to remove barriers that impede access to transit. Because the current Regional Measure 2-funded Safe Routes to Transit program is inundated with demand that outstrips available funding and is due to sunset in 2013, this program would seek to provide additional funding for ongoing efforts.

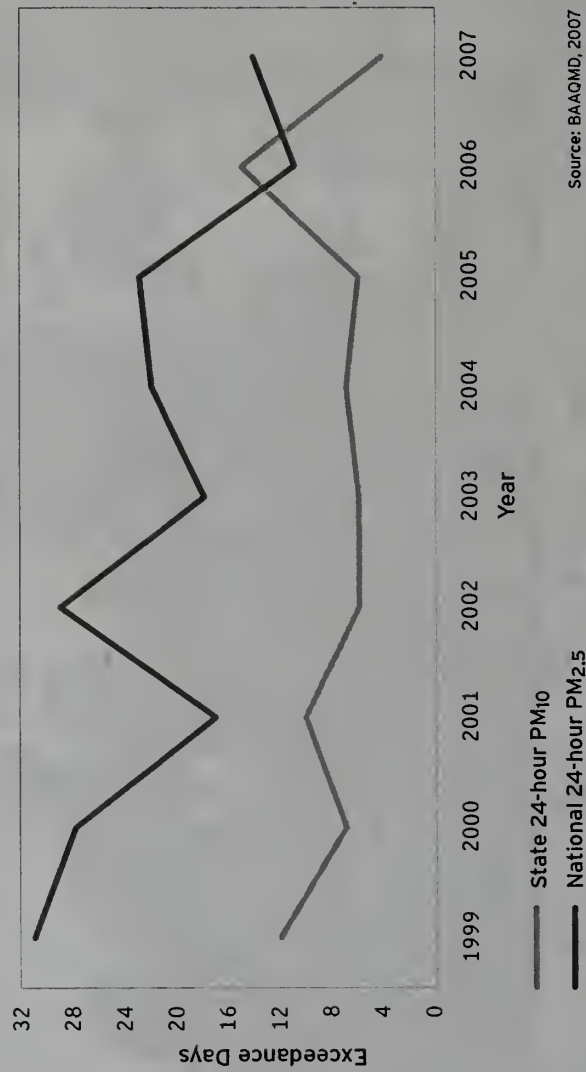
Transit Priority Program

The Transit Priority Program increases the attractiveness of bus transit by improving speed and on-time reliability through improvements such as dedicated bus lanes, bus bulbs, accessible transit shelters, wheelchair landing pads and bus signal priority. This transit priority program will be coordinated with MTC's regional signal timing program to ensure that air quality and travel time benefits are optimized.

Curbing Diesel Pollution

Diesel pollution from current goods movement operations worsens the health of community residents near ports, rail yards, distribution centers and roads with high truck traffic. In 2006, the U.S. EPA released new standards for particulate matter (PM). A key change in the new standards is a stricter 24-hour PM_{2.5} standard of 35 micrograms per cubic meter. In response, the Air Resources Board recommended in late 2007 that the San Francisco

Bay Area Annual Exceedances of the National and State 24-hour Standards for PM₁₀ and PM_{2.5}, 1999 - 2007



Bay Area be designated as a nonattainment area for the PM_{2.5} standard. EPA announced the new designation in December 2008. The Bay Area must demonstrate attainment of the PM_{2.5} standard by 2014.

As part of the Transportation 2035 Plan, the Commission has committed \$45 million toward the BAAQMD's Goods Movement Emission Reduction Program. This program aims to quickly reduce particulate matter emissions and health risks by replacing and/or retrofitting up to 800 port and general goods movement

trucks currently operating along the Bay Area's priority trade corridors. Trucks would be either retrofitted with particulate matter and nitrogen oxide filters or engines that comply with the ARB's on-road emission standards, replaced with state-of-the-art vehicles, or scrapped. Programs like this Goods Movement Emission Reduction Program target diesel particulate matter and nitrogen oxides, but also produce co-benefits by reducing greenhouse gas emissions and black carbon emissions that contribute to climate change.



Change in Motion

To drive operational improvements and increase the efficiency of the region's transportation system, the Transportation 2035 Plan:

- Commits \$1.6 billion to a new, comprehensive Freeway Performance Initiative to better manage freeway congestion throughout the Bay Area. To be aggressively deployed in a five- to seven-year time frame, this program also will establish a technological foundation for future intelligent transportation system innovations.
- Invests \$1.1 billion to fund a separate suite of regional operations programs, many of them technology-based, to improve travel in the region. Examples include the 511 traveler information service, the TransLink® universal transit-fare smart card, and the Freeway Service Patrol's roving tow trucks equipped with Automatic Vehicle Location (AVL) devices.

Maximize System Performance Through Technology

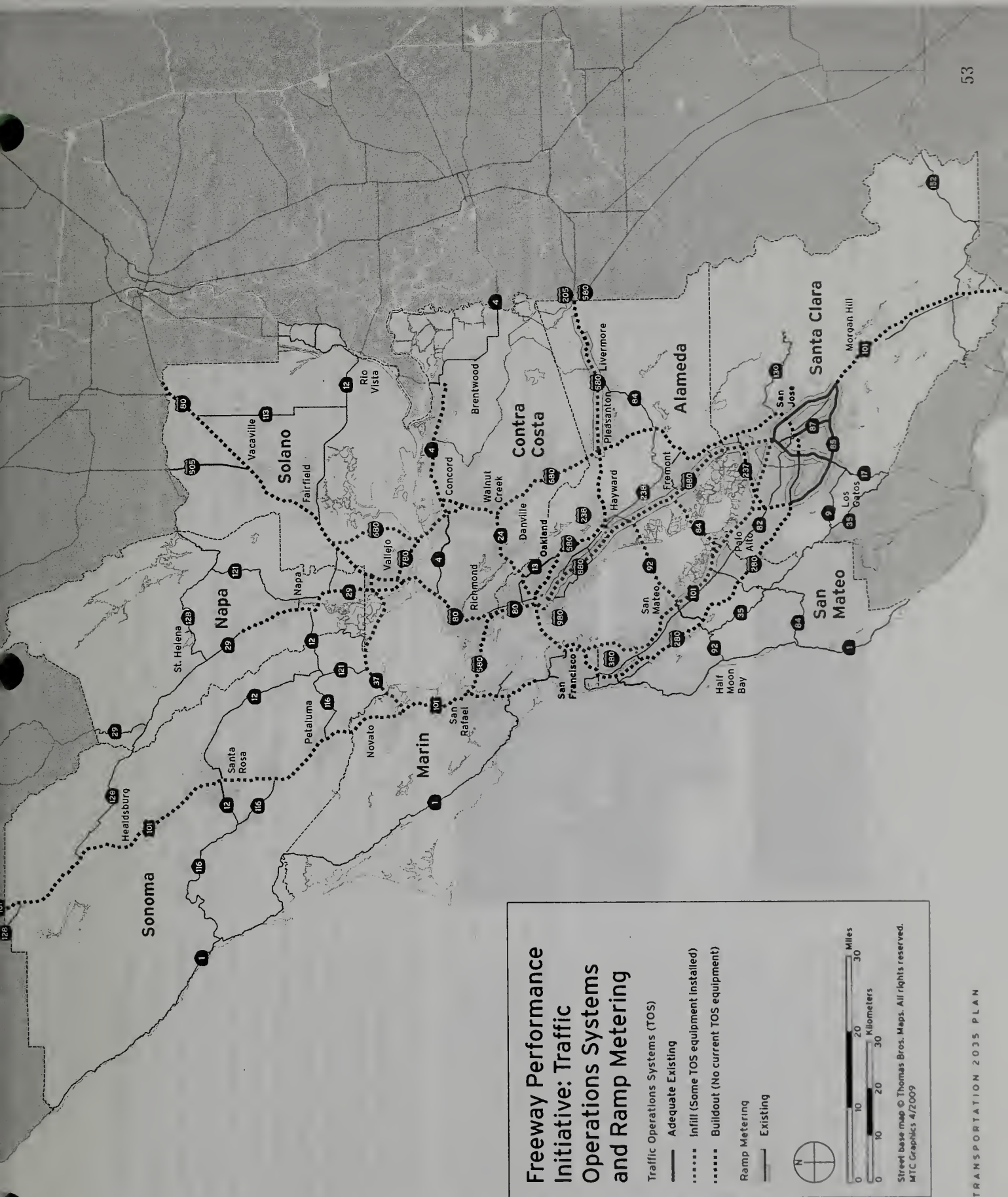
The Bay Area is the second-most congested region in the nation, according to data compiled by the Texas Transportation Institute. The effects of this congestion on our daily lives — and on the overall regional economy — are significant and costly. Individuals pay with the time that is lost while stuck in traffic, and businesses lose productivity and revenues as their employees take longer and longer to travel to work.

Opportunities to relieve congestion to any meaningful degree are limited, owing to a number of key factors. Bay Area freeways are basically a mature system, with capacity increases possible at only a limited number of locations. Finances in today's economy are constrained, and adequate funding for large transportation projects is often not available due to competing needs and rising construction costs. The challenge before us is to maximize system performance through innovative, cost-effective strategies, and thereby reduce the need for new, large-scale capital investments.

Freeway Performance Initiative

The Freeway Performance Initiative (FPI), which began in 2007, is an effort to improve the operations, safety and management of the Bay Area's freeway system. The FPI differs from traditional approaches because it addresses both recurrent daily traffic that comes from the onslaught of commuters using the freeways during rush hours and nonrecurrent congestion that results from unanticipated incidents and blockages of highway lanes. In fact, half of the total congestion experienced in the Bay Area is caused by vehicle breakdowns, vehicular accidents, material spills and other incidents.

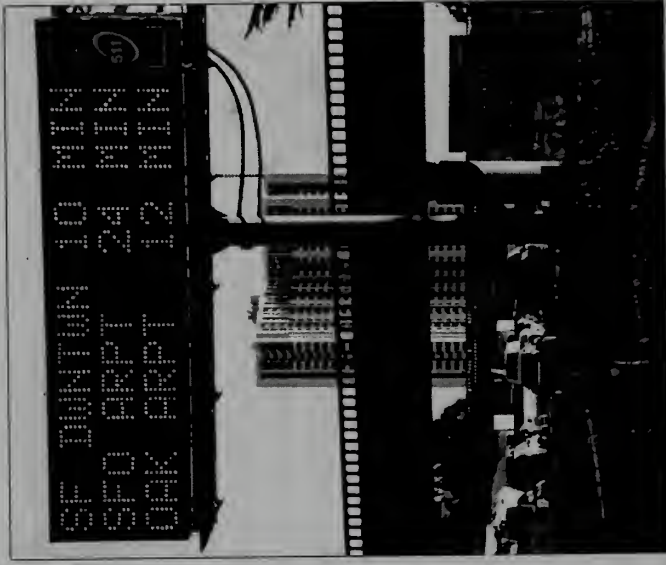
The FPI aims to deploy current technology to better manage the congestion on our freeway system, and to establish a technological foundation from which new and innovative transportation management strategies may be implemented in the future. Through a series of corridor studies and a detailed inventory of intelligent transportation system (ITS) installations in all freeway corridors, MTC has developed a comprehensive picture of the region's current capability to manage the highway system, and has also identified the gaps that need to be filled (see map on next page).



The most heavily traveled freeways in the Bay Area, such as Interstate 80, Interstate 680 and U.S. 101, have some elements of FPI infrastructure installed today. But roughly three-quarters of the 620 freeway centerline miles in the Bay Area are not FPI-equipped. And for those segments that do have some FPI elements, in virtually all cases existing deployments do not meet the level needed to properly manage the system. MTC has set an ambitious goal to fully deploy the Freeway Performance Initiative over the next five to seven years.

In this Transportation 2035 Plan, the Commission has made a first-time, \$1.6 billion investment over the next 25 years to implement the Freeway Performance Initiative. Following are key elements and operating principles of the FPI.

- **Traffic Operations System (TOS):** TOS infrastructure, such as closed-circuit television cameras and traffic monitoring stations, would be installed to help detect incidents. The information gathered would be fed to the Transportation Management Center (TMC) in downtown Oakland, which would then respond and clear those incidents to reduce delays and avoid the occurrence of secondary incidents. Further, the TMC would communicate these incidents to motorists through TOS elements, such as highway advisory radios,



changeable message signs and the Bay Area's 511 system. The information provided to motorists would help them make informed decisions on the best alternative routes to their destinations.

- **Ramp Metering:** [See page 55.]
- **Routine Maintenance:** The benefits of the FPI are predicated on a fully functioning system, which will require routine maintenance and periodic replacement of infrastructure. FPI includes funding for TOS maintenance and replacement. However, the cost of main-

taining the TOS technology is steep, and thus will require additional funding from Caltrans and local agencies.

- **Arterial Management:** Maximizing efficiency of the freeway system requires coordination with and optimization of major parallel arterials. FPI provides funding support for ongoing regional operation programs such as those that focus on signal timing coordination, and provides traffic engineering assistance to support efforts that improve safety and mobility along arterials.
- **Performance Monitoring:** FPI also invests in performance monitoring activities to maintain and grow data sets to monitor progress in freeway performance.

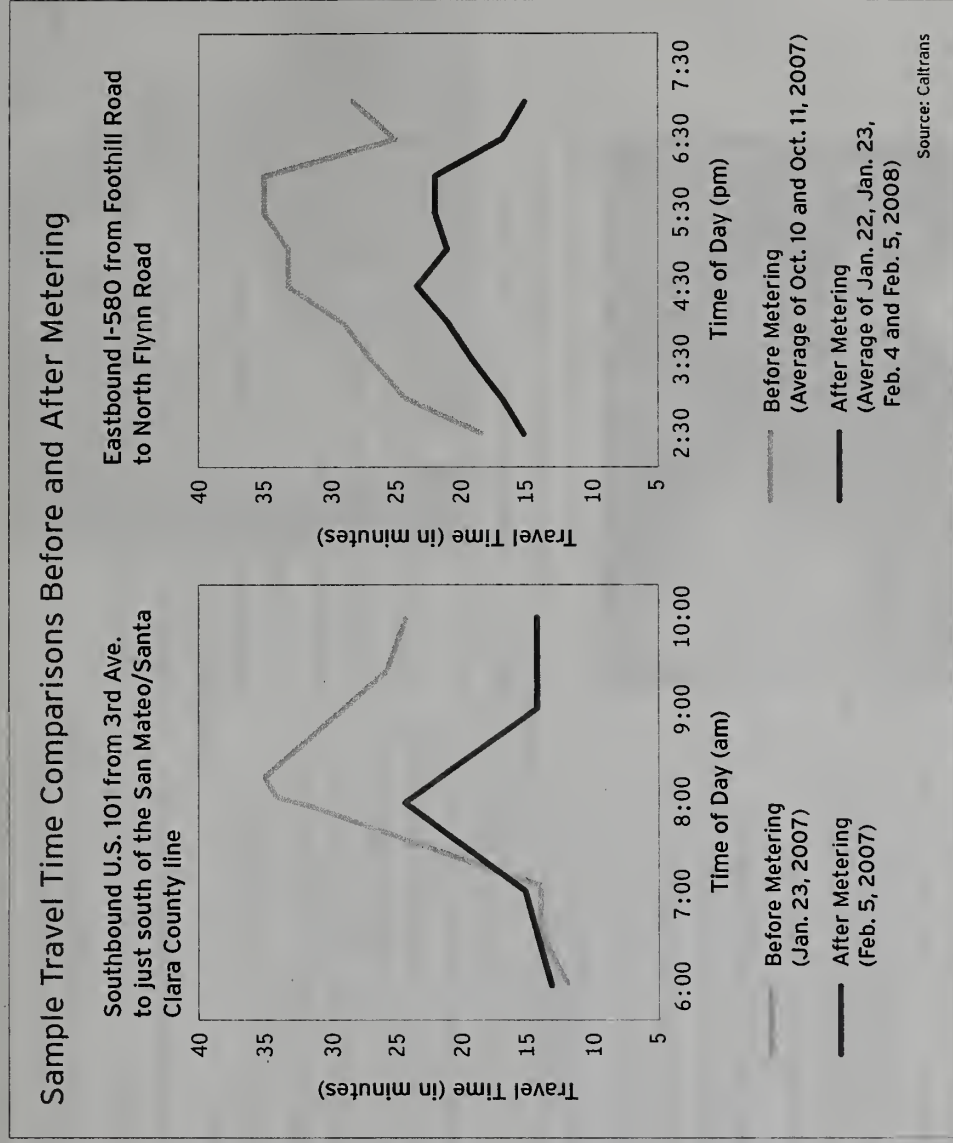
Looking beyond the Freeway Performance Initiative, the completion of the technology infrastructure on the freeway system prepares the Bay Area to implement new and innovative operational strategies in the future. And advancements will be needed to provide a truly seamless set of travel options for commuters by integrating the operation of freeways, local streets and transit. As well, innovations being developed by the private sector can more easily be enabled and made available to the public if the infrastructure enhancements proposed in the FPI are completed.

Ramp Meters Work

The metering of freeway on-ramps is not only highly effective in reducing congestion, but these types of projects can be deployed at a fraction of the cost of traditional freeway widening projects and in a fraction of the time. Currently fewer than a quarter of the Bay Area freeways are metered. Implementing this strategy will involve the installation of ramp meters at nearly 800 entrance ramps, essentially completing the ramp metering on Bay Area freeways. The capital cost is estimated at \$250 million in today's currency.

In early 2007, ramp meters were activated on U.S. 101 in San Mateo County, south of State Route 92. As shown in the graph to the right, peak-hour travel time has decreased by almost one-third, to 25 minutes from 35 minutes.

Deployment of ramp metering in early 2008 on sections of eastbound Interstate 580 in the cities of Dublin, Pleasanton and Livermore — where the afternoon commute has been ranked either the second- or third-most congested freeway segment in the entire Bay Area since 2002 — has significantly reduced travel delay in this East Bay location. Before the meters were turned on, a typical commute across the 15-mile corridor from Foothill Road to North Flynn Road took 35 minutes. After ramp metering, this time has been reduced by 37 percent during peak commute hours, with the same trip now averaging 22 minutes.



Technology a Key Factor in Other Operational Improvements

In addition to the FPI, the Commission has earmarked \$1.1 billion to fund a suite of regional operations programs that use technology to improve travel in the region. Examples include the 511 traveler information service, TransLink®, MTC's Transit Connectivity Plan, and the Incident Management capabilities of the Freeway Service Patrol and call box network. Featured below are the 511 traveler information and TransLink® programs, which exemplify how technology can be applied to make travel easier and more convenient for users every day.

511 Traveler Information

The Bay Area's telephone- and Web-based 511 traveler information service provides up-to-the-minute, on-demand information for transit riders, drivers, carpoolers, vanpoolers and bicyclists. Part of a national rollout of 511 service, the Bay Area's system was launched in December 2002 through a partnership between MTC, the California Department of Transportation, the California Highway Patrol, and dozens of the region's transit and paratransit operators. Six years after its debut, the Bay Area system has received nearly 25 million calls, with a high of 145,000 calls logged during its busiest week. The widely used 511 Web site at www.511.org has supported more than 85 million user sessions

and continues to grow in popularity, especially as new features are added.

Key features of the 511 traveler information service include:

- real-time traffic conditions and incident reports, including point-to-point driving times on routes throughout the Bay Area
- a Web-based, state-of-the-art transit trip planner, with fare and schedule information for dozens of rail, bus and ferry services in the Bay Area and adjacent counties
- real-time transit information by phone for San Francisco Muni and BART
- a MY 511SM personalized phone and Web service (www.my511.org), where users can build their own 511.org home page and bypass phone menu options to go directly to their trip details — and even receive a text or e-mail alert at a designated time or when conditions change
- an online ride-matching tool for carpools and vanpools
- bicycling information, including an online bicycle map tool
- special phone menus and Web pages to provide quick access to critical information in emergencies, including alternate routes, closure details, park-and-ride locations, and modified or expanded transit schedules



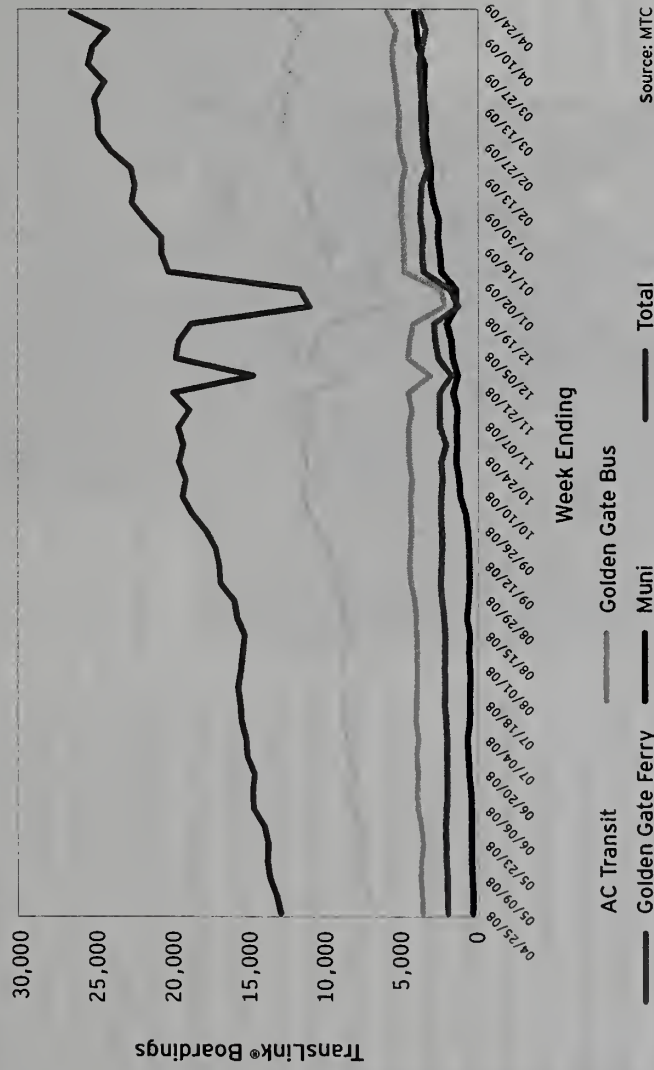
MTC is actively exploring other ways to disseminate to 511 users the information that is most current and appropriate to them.

TransLink® — Transit Smart Card

TransLink® offers transit riders a convenient and secure way to pay their fares. The TransLink® system reduces the hassle associated with paying transit fares using exact change, multiple tickets and paper transfers. The reloadable TransLink® card stores value in the form of electronic cash (e-cash) and transit passes.

Average Weekday TransLink® Ridership

April 2008 - April 2009



E-cash works just like cash on transit – it does not expire and is accepted by all participating transit agencies. Customers also can set up their cards for Autoload, a feature that reloads e-cash and transit passes on TransLink® cards automatically.

TransLink® has been available on all AC Transit and Dumbarton Express buses and on all Golden Gate Transit and Ferry routes since November

2006. It is now fully installed and in the early deployment phase on San Francisco Muni and Caltrain. TransLink® will be available for use on BART in the summer of 2009, and on Santa Clara Valley Transportation Authority and SamTrans in 2010.

When fully implemented, TransLink® will serve more than 500,000 transit riders every day and process 420 million transactions every year.



Eventually, TransLink® cards could be used for parking and retail purchases and may someday be integrated with other applications like credit cards or cell phones.

TransLink® Supports TODs

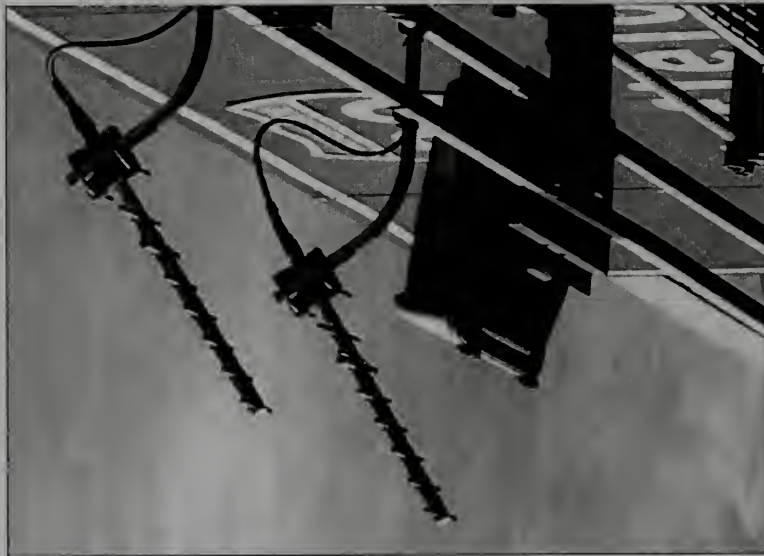
In June 2007, MTC partnered with AC Transit for a pilot program that offers residents of 20 transit-oriented development (TOD) complexes around the East Bay unlimited free travel on AC Transit's local and transbay buses for a certain period of time. AC Transit also chose to use TransLink® cards as part of an agreement with the Peralta Community College District to provide year-long passes beginning in August 2008 to approximately 2,000 full-time students who attend the college district's four campuses.

Emerging Transportation Technologies

Innovation in the transportation realm is always on the horizon, and many emerging technologies have the potential to meet our mobility needs and improve the environment. Some promising new approaches are being researched, developed, field-tested and even implemented right here in the Bay Area.

Express Lanes Enforcement

Vehicle-occupancy requirements for the existing Bay Area carpool lane system are currently enforced through visual observation by the California Highway Patrol. However, as the region implements its Express Lane Network, the use of emerging technologies will be necessary to strengthen express lane enforcement. Violators not only reduce the travel time benefits for qualified carpools and toll-paying travelers, but they also erode public support and impact toll revenues. MTC and CHP are working to implement existing and new technologies that will automate enforcement of both toll violations and vehicle occupancy. License plate recognition, advanced electronic toll readers and transponders, and vehicle occupancy detection are systems already in place or being tested in other cities. These technologies have the potential to improve the operations, reliability and cost-effectiveness of the Bay Area Express Lane Network.



IntelliDriveSM

MTC has been involved with the IntelliDriveSM program (and its precursor program, Vehicle Infrastructure Integration) at the national and state levels since 2005. The purpose of this effort is to achieve strategic goals for enhancing safety, mobility and convenience. At the core of the IntelliDriveSM program is the development of

a networked environment supporting high-speed communications among vehicles, between vehicles and infrastructure components, and between vehicles and hand-held devices.

Caltrans and MTC currently operate the California IntelliDriveSM testbed on the U.S. 101/Route 82 corridor in San Mateo and Santa Clara counties. This testbed, which is an official part of the U.S. Department of Transportation's (USDOT) National IntelliDriveSM testing program, has been used by several car manufacturers, MTC and Caltrans to test IntelliDriveSM technology and applications such as:

- **Traveler Information**, which processes traffic data collected from IntelliDriveSM-equipped vehicles and sends 511 information directly into the vehicles
- **In-vehicle Signage**, which is used to send messages and warnings to motorists
- **Intersection Signal Violation Warning**, which warns motorists if they are driving too fast as they approach a traffic signal that is red or about to turn red
- **Curve Overspeed Warning**, which warns motorists if they are driving too fast as they approach a sharp curve
- **Open Road Tolling** using IntelliDriveSM at the Dumbarton Bridge toll plaza

MTC also is currently managing an IntelliDriveSM research project for USDOT's Urban Partnership Program. This project is testing the potential of IntelliDriveSM technology for toll lane operations. In fact, IntelliDriveSM may serve as enabling technology to support the implementation of the Bay Area Express Lane Network (see page 60).

Personal Rapid Transit

Though still somewhat futuristic in the popular mind, personal rapid transit (PRT) could one day provide speedy, on-demand access to select destinations along specially built guideways. In brief, PRT systems usually comprise a small network of stations connected by a track, over which travel small, automated electric vehicles that can carry as few as two or as many as six passengers. The concept will gain visibility later this year when the first large-scale PRT system will open at Heathrow International Airport in London. Locally, a pilot demonstration system is also being tested at the NASA Ames research facility in Mountain View.

Alternative and Renewable Fuels and Vehicle Technologies

In 2000, the California Air Resources Board adopted the Zero Emission Bus Regulation — a groundbreaking emission control rule that lays out both regulatory and investment paths to encourage the operation and use of zero emission buses in urban fleets. As part of the initial



demonstration, AC Transit operated three hybrid fuel cell buses and Santa Clara VTA deployed three fuel-cell-only buses. After 40,000 hours of operations, the AC Transit demonstration found that hybrid fuel cell buses have twice the efficiency of diesel buses and improved reliability. Starting in 2009, five Bay Area transit operators will participate in the advanced demonstration to further test the reliability and durability of the zero emission bus technology.

The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air and Carbon Reduction Act of 2007 was signed into law by Governor Schwarzenegger in October 2007. This measure provides \$200 million annually through 2015 for three new air quality improvement

programs via increases to the smog abatement, vehicle registration and vessel registration fees. The three programs are: (1) the Air Quality Improvement Program to fund clean vehicle and equipment projects, and air quality research; (2) the Alternative and Renewable Fuel and Vehicle Technology Program to reduce petroleum use, increase the use of alternative fuels and pioneer the development of in-state bioenergy sources; and (3) the Enhanced Fleet Modernization Program to augment the state's existing voluntary accelerated vehicle retirement program. These programs could spur innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change goals.

Change in Motion

To speed travel and reduce congestion on Bay Area highways, the Transportation 2035 Plan:

- Creates an 800-mile Bay Area Express Lane Network. The estimated \$7.6 billion construction cost to build, finance and operate the network would be paid for with toll revenues. MTC estimates that over the 25-year plan period, the Bay Area Express Lane Network will generate net revenues in excess of costs of approximately \$6 billion. These funds will be used to pay for additional mobility improvements in the express lane corridors. Net revenues would be reinvested in the corridors in which they are generated; pending legislation gives funding priority to cost-effective public transit improvements and projects that reduce emissions.

Price Highway Travel Demand

Express lanes, also called high-occupancy toll (HOT) lanes, are carpool lanes with a twist: buses and carpools use the lanes free of charge, but non-carpoolers are allowed to use available capacity in the lanes, too — for a price. In this way, express lanes provide “congestion insurance,” by giving travelers the option of a delay-free trip when they most need it.

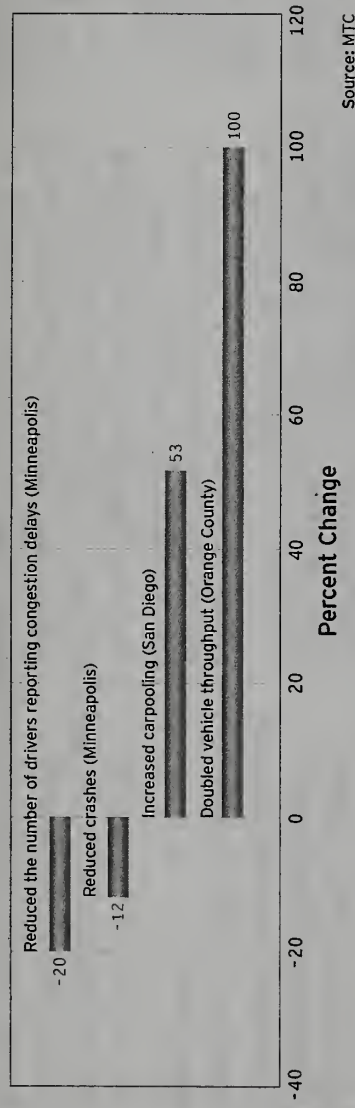
Cities throughout the country already are implementing express lanes to better manage their freeway systems, expand the choices available to travelers, and improve express bus service. Express lanes have been in operation for more than a decade in Southern California and in Houston, and in the past five years have opened in Seattle, Denver, Miami, Minneapolis and Salt Lake City. Surveys show most express lane travelers use the lanes just a few times a week, or even less. They use express lanes to bypass congestion when they are late to pick up a child at daycare, to squeeze more working hours out of a day, or to catch a plane. For this reason, and because revenue from express lanes often supports public transit service enhancements, express lanes are widely supported by travelers at all income levels.

An MTC poll taken in spring 2008 showed that 62 percent of Bay Area voters support the concept of an express lane network for the region.

The Transportation 2035 Plan creates a Bay Area Express Lane Network. As demonstrated by the “what if” analysis performed as part of the development of this plan (and described in Chapter 2), the pricing of freeway capacity can be an effective means of making progress toward performance objectives to reduce emissions, driving and delay. (For more information, see the supplemental *Performance Assessment Report*, listed in Appendix 2.) The Bay Area Express Lane Network, which is founded on the principle of choice, will demonstrate the benefits of congestion pricing, and could act as a stepping stone toward more comprehensive pricing strategies in the future.

The initial segments of the Bay Area Express Lane Network are scheduled to open in 2010 on a 14-mile stretch of Interstate 680 over the Sunol Grade, between Pleasanton and Fremont; on Interstate 580 through the Tri-Valley; and on the Interstate 880/Route 237 direct connectors. Plans also are under way to open express lanes on Route 85 and U.S. 101 in Santa Clara County. The Transportation 2035 Plan would extend the express lane concept to a connected

Express Lanes — Demonstrated Success



carpool and bus traffic is heavy, will be comparatively high so only a small number of non-carpoolers — those who most need congestion insurance that day — will buy in. Tolls will be much lower during periods of lighter traffic. Non-carpoolers using the express lanes will pay their tolls through the FasTrak® system already in place on the region's eight toll bridges.

With FasTrak® readers installed on overhead structures, tolls can be collected without forcing drivers to slow down or stop.

By balancing supply and demand in this way, express lanes make more efficient use of freeway capacity and thereby reduce congestion and emissions, while offering a new travel option.

The express lanes on State Route 91 in Orange County carry twice as many vehicles per lane during the peak period as the regular mixed-flow lanes. Average travel speeds for travelers in all lanes along the Interstate 394 express lane corridor in Minneapolis have increased by 2 to 15 percent since the express lanes were introduced, and Seattle-area drivers save up to 10 minutes a trip by using the 9-mile express lane along State Route 167.

There is evidence that express lanes may actually increase carpooling by creating a monetary incentive to share the ride. Carpooling in San Diego County's Interstate 15 corridor has jumped 53 percent since the express lane opened (see chart above left), leaving travelers

exist or are under construction, plus 100 new miles of fully funded lanes will be built in the next four years. The revenue generated will also be used to construct some 300 new miles of express lanes that close gaps and extend the system. In total, the 300 new miles amount to less than a 6 percent increase in total Bay Area freeway mileage, and more than half the added mileage is for gap closures that connect two existing carpool lanes.

Efficiency Improvements Benefit All Travelers and Protect Carpool Time Savings

To keep express lane traffic flowing freely, toll rates will adjust dynamically to balance supply and demand based on data from roadway sensors used to monitor traffic conditions. Tolls during the most congested periods, when

network of express lanes spanning 800 miles, greatly improving travel options and freeway efficiency throughout the Bay Area.

Bay Area Express Lane Network Completes the Priority System for Carpools and Buses

The Bay Area Express Lane Network is a strategy to accelerate completion of the region's carpool and public transit system — a key emission reduction strategy 30 years in the making (see the *2002 HOV Lane Master Plan Update*, listed in Appendix 3) but not yet complete due to a lack of funding. Finishing the system would mean the closing of gaps that inhibit seamless travel for carpools and buses, and the breaking of bottlenecks where existing carpool lanes end. MTC will convert to express lanes some 400 miles of carpool lanes that already



Benefits of Express Lane Network Compared to Carpool System, 2009 - 2050¹

	Carpool Network	Express Lane Network	Cumulative Savings
Person hours of travel time (billions)	20.2	16.8	3.4
Carbon dioxide emissions (millions of metric tons)	335.3	325.0	10.3

¹ Figures are cumulative for the period between 2009 and 2050 and reflect differences in emissions for the Bay Area Express Lane Network and carpool system that could be built out based on funding available over this period. The travel and emissions forecasting methodology used in this preliminary analysis is documented in the *Bay Area HOT Network Study* (December 2008). Numbers are subject to revision based on future project-level environmental analysis to be performed for portions of the Express Lane Network.

tolls collected on the express lanes will fund a beefed-up enforcement effort, meaning additional California Highway Patrol officers will be available to cite drivers who attempt to use the lanes illegally.

The Express Lane Network also will ensure that the region has a priority system that functions well as the number of carpools and buses grow in the future. Even if we do not build express lanes, many Bay Area carpool lanes will eventually become too crowded during peak commute periods, and travel time advantages for buses and carpools will diminish. The fact is we will need to take action when this time comes.

The most likely solutions include: increasing the number of passengers required for a carpool during the most congested time periods (today, two people qualify as a carpool on most freeways while three persons are required on Interstate 80 and most toll bridges); or requiring

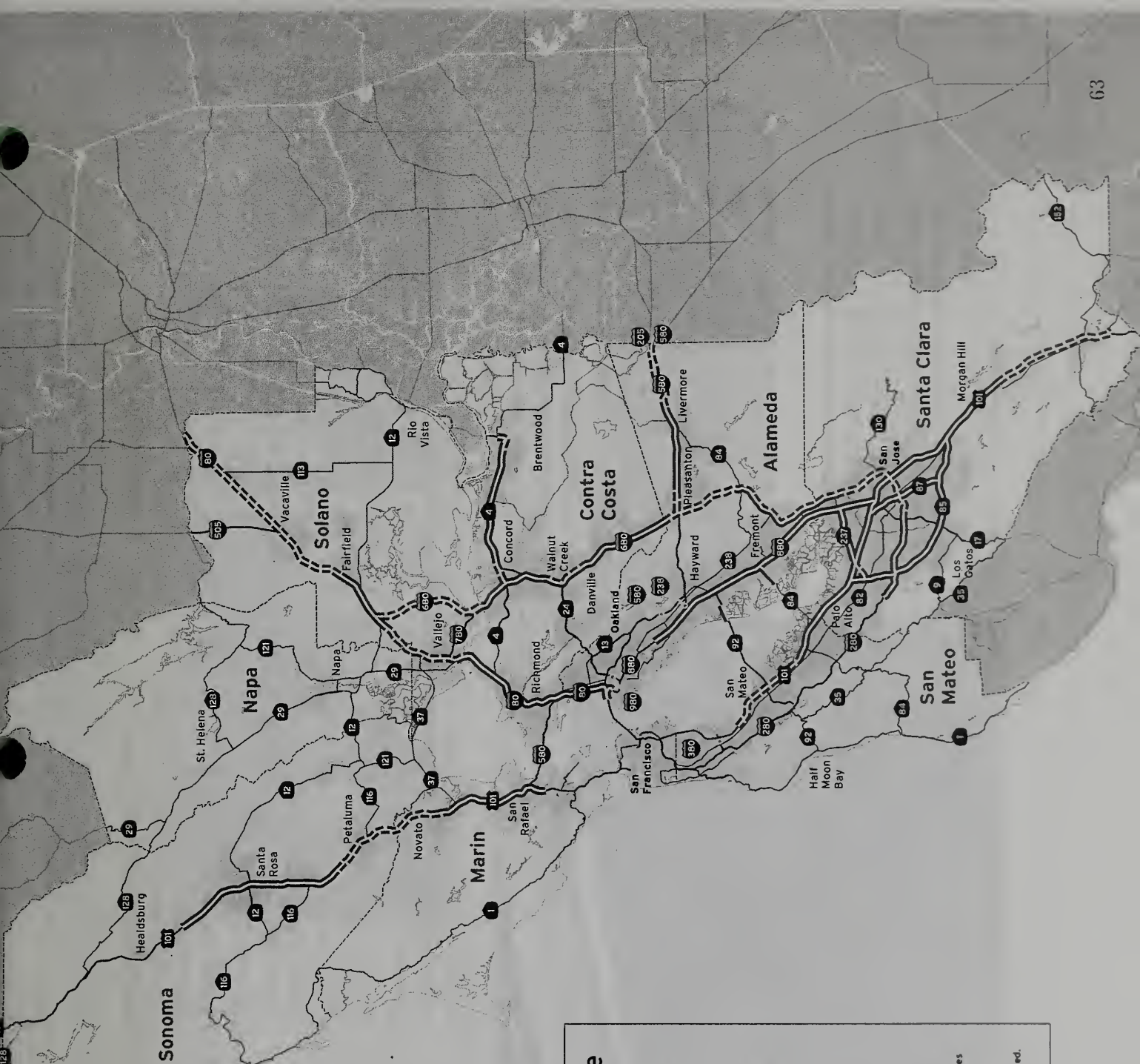
ing carpools to register to use the carpool lane. In a limited number of locations, where space is available, it may be possible to add an additional lane dedicated to carpooling. (However, the Bay Area Express Lane Network does not presently envision two-lane facilities.) While the Express Lane Network may not delay and will not avoid the need to increase carpool occupancy requirements, it does ensure that the lanes will not be underutilized when necessary changes are made.

Revenue Stream Speeds Buildout, Reducing Congestion and Greenhouse Gas Emissions

One of the biggest benefits of express lanes is their capacity to generate revenues, which can be used to underwrite bonds and facilitate innovative project delivery strategies. With this revenue boost, the Bay Area could complete the planned carpool lane network 20 to 40 years

to choose between paying a \$4 toll to drive alone or ridesharing for free. On Denver's Interstate 25, the number of carpools using the express lanes grew more in 2007 than the number of paying drivers.

Importantly, the Bay Area Express Lane Network will protect time savings for carpools and buses. State law requires that express lanes remain free-flowing. As space in an express lane becomes scarce, tolls rise. The higher tolls tend to reduce the number of paying vehicles, leaving more space for carpools and buses. Further,



Bay Area Express Lane Network

- Convert existing, under-construction and planned/already funded HOV (high-occupancy vehicle) lanes to express lanes
- Widen freeways to add future express lanes (to be built with Transportation 2035 funds)
- Freeway
- Highway
- Local Road

Miles

0 10 20 30

Kilometers

0 10 20 30

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MTC Graphics 4/2009



process in each individual travel corridor, led by county congestion management agencies. The timing of these improvements will depend on how fast the Express Lane Network is built out and when net toll revenues begin to be generated; these topics are the subject of ongoing technical studies and discussions among partner agencies.

Next Steps

As described above, work is already under way on three express lane corridors. In collaboration with its regional partners, the Commission adopted a legislative framework to guide implementation of the Bay Area Express Lane Network. These principles (see page 65) form the basis for pending legislation — Assembly Bill 744 (Torrico). Under AB 744, the Bay Area Toll Authority — MTC's affiliate agency that currently administers toll revenue from the region's seven state-owned toll bridges — is authorized to finance, construct and operate a complete, regionally managed Express Lane Network.

Other key steps to implement the network include project-level design and environmental review consistent with federal and state laws. This analysis will consider a full range of environmental impacts including water and air quality, greenhouse gas emissions, vehicle miles traveled, traffic congestion and social equity.

faster than if we were to rely on traditional state and local funding sources. Preliminary analysis suggests that the faster buildout would deliver enormous reductions in travel delays and tailpipe emissions, including carbon dioxide.

By relieving congestion and increasing average travel speeds sooner than would be possible by building carpool lanes with traditional funding sources, the Express Lane Network is projected to reduce CO₂ emissions by more than 10 million metric tons over the next 40 years, and to save some 3.4 billion person hours of travel

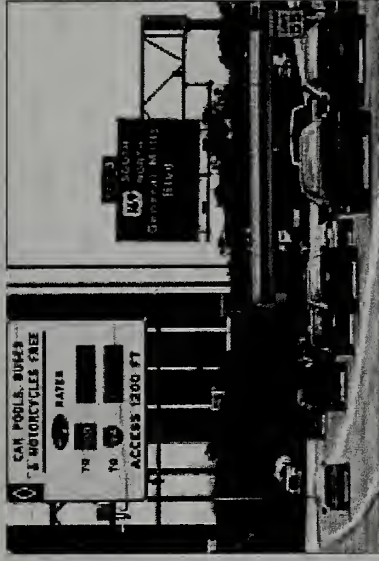
over that period (see table on page 62). This travel time savings has an estimated value of \$18 billion.

MTC estimates a \$7.6 billion cost to build, finance and operate the Bay Area Express Lane Network over the next 25 years. With gross express lane toll revenues reaching \$13.7 billion over the same period, the remaining \$6.1 billion in net revenue would be available to finance additional improvements in the express lane corridors. Expenditure plans for use of net revenue will be developed through a bottom-up

Bay Area Express Lane Network Principles

In April 2009, MTC adopted principles to guide development and implementation of a Bay Area Express Lane Network. The five primary objectives are listed below.

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for travelers in all corridors, especially those traveling by carpool, vanpool or bus
- Provide an efficient, effective, consistent and seamless system for customers of the network
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput
- Expedite the implementation of the network using a rapid delivery approach that, to the greatest extent possible, and recognizing safety, operational and environmental constraints, relies upon existing highway right of way and minimizes the environmental impact
- Use express lane toll revenue to finance construction of the network and other corridor improvements, to operate and maintain the network, and to provide transit services and improvements in the network corridors



How It Works

- Non-carpool drivers with a prepaid FasTrak® toll tag can choose to pay a toll and use the express lane.
- Transit vehicles, carpools, vanpools and motorcycles can use the express lane at no charge.



1. The express lane is separated by double yellow lines.
2. Electronic signs will display the current toll for solo drivers with FasTrak®. The toll will vary based on the level of congestion in the express lane and will be adjusted to maintain a minimum speed.
3. Signs and lane striping at access points will provide drivers safe entry and exit.
4. For non-carpool drivers who choose to use the express lane, an overhead antenna will read their FasTrak® toll tag and the correct toll will be automatically deducted from their prepaid FasTrak® account – no toll booths, no slowing. Express lane rules and use will be enforced by the California Highway Patrol using visual and electronic means.

Change in Motion

Continuing MTC's commitment to provide mobility options for residents in low-income communities, the Transportation 2035 Plan:

- Boosts funding for the Lifeline Transportation Program by \$400 million in discretionary funds — more than doubling the size of the \$300 million program previously established by the Commission.

Provide Equitable Access to Mobility

MTC's Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. In 2005, MTC reaffirmed its commitment to the program in the regional transportation plan by: (a) adopting an Access to Mobility goal, which calls on MTC to further advance the region's understanding and efforts to improve mobility for older adults, the disabled, low-income persons and schoolchildren; and (b) dedicating \$216 million of new funds to be available beginning in fiscal year 2009 for transportation projects that address the mobility needs of low-income communities.

To jump-start the program before funds become available in 2009, MTC approved an additional \$18 million interim Lifeline funding program in 2005. Guidelines were established with the goal of funding community-based transportation projects developed through a collaborative and inclusive process. Projects needed to address transportation gaps or barriers identified in locally based needs assessments, and they had to expand transportation choices with new or expanded services. In 2006, 39 projects were funded through the first interim funding cycle. A second funding cycle in 2009 funded an additional 60 projects. (See table above right.)

Lifeline Projects Funded, by Project Type
First and Second Funding Cycles, 2006 and 2009

Project Type	Number of Projects
Transit Operations	31
Senior/Children's Transportation	7
Transit Capital	27
Community Shuttles	14
Pedestrian Infrastructure	6
Access to Autos	5
Information and Outreach	4
Fare Assistance	3
Bike Access	2
Total	99

Since the Commission's initial commitment in the previous long-range plan, the Lifeline Program received an influx of federal and state funding, bringing the program total to nearly \$300 million. As part of this plan, the Commission reaffirms its commitment to this program by adding \$400 million in discretionary funds, raising the amount dedicated to the Lifeline Transportation Program to nearly \$700 million over the 25-year term of the Transportation 2035 Plan. Possible new emphasis areas could include mobility management services (see next page) and means-based fare assistance programs.

Coordinated Plan/ Mobility Management

In December 2007, MTC adopted the Coordinated Public Transit Human Services Transportation Plan, which assessed the transportation needs of the elderly, disabled and low-income populations in the region. The plan focuses on ways to better coordinate service and programs among the three populations.

One strategy outlined in the plan is to develop and implement **mobility management** — a centralized system that provides information about transportation options, and coordinates responses to requests for transportation services. By serving as a clearinghouse for information about transportation options, mobility managers can facilitate the most cost-effective solution or service for the traveler. The main objectives of mobility management are to:

- Improve transportation options for the public, particularly low-income, elderly and disabled populations
 - Reduce confusion about what transportation options are available by consolidating transportation information in one centralized location
 - Improve coordination among all transportation service providers, enhancing commitments to delivering service that meets the needs of low-income, elderly and disabled populations
 - Through coordination, provide cost-effective delivery of service, benefiting both customers and transportation providers
- Mobility managers could be transit operators, congestion management agencies, human services agencies, or others that have the capacity to implement the activities listed below.

Planning

- Creating and maintaining an inventory of transportation services
- Identifying opportunities for coordination of service delivery
- Monitoring and influencing land-use decisions so that social service and health facilities locate near transit

Coordinating

- Facilitating relationships among service providers to reduce service duplication
- Serving as a clearinghouse for service and trip requests
- Serving as a resource for policy bodies that encourage coordination among transit and human services transportation providers
- Providing coordination services for employers and human services agencies such as travel training, trip planning or ride sharing
- Promoting access through marketing and outreach

Operating

- Developing and operating call centers to coordinate information for all travel modes, which may include managing eligibility requirements for various services
- Assisting with technological tools to improve service delivery, such as GIS mapping programs, GPS technology for vehicles, dispatching and monitoring technologies, and those that track costs and billing
- Contracting with public, nonprofit or private transportation providers to deliver efficient service

The planning and establishment of mobility management services are eligible for funding under the Lifeline Transportation Program.



Change in Motion

To promote walking and bicycling as viable, safe transportation choices for Bay Area residents, the Transportation 2035 Plan:

- Commits \$1 billion in discretionary funds to finance the Regional Bikeway Network. The top priority is to complete the on-street portion of the 2,100-mile network.

Keep Walking and Rolling

Each day in the Bay Area, residents use their bikes and feet to take over 3 million trips that do not rely upon a car. Yet despite the already high number of cyclists and pedestrians going to work, school, shopping and elsewhere, much more can be done to encourage these trips — and to make them safer and more convenient.

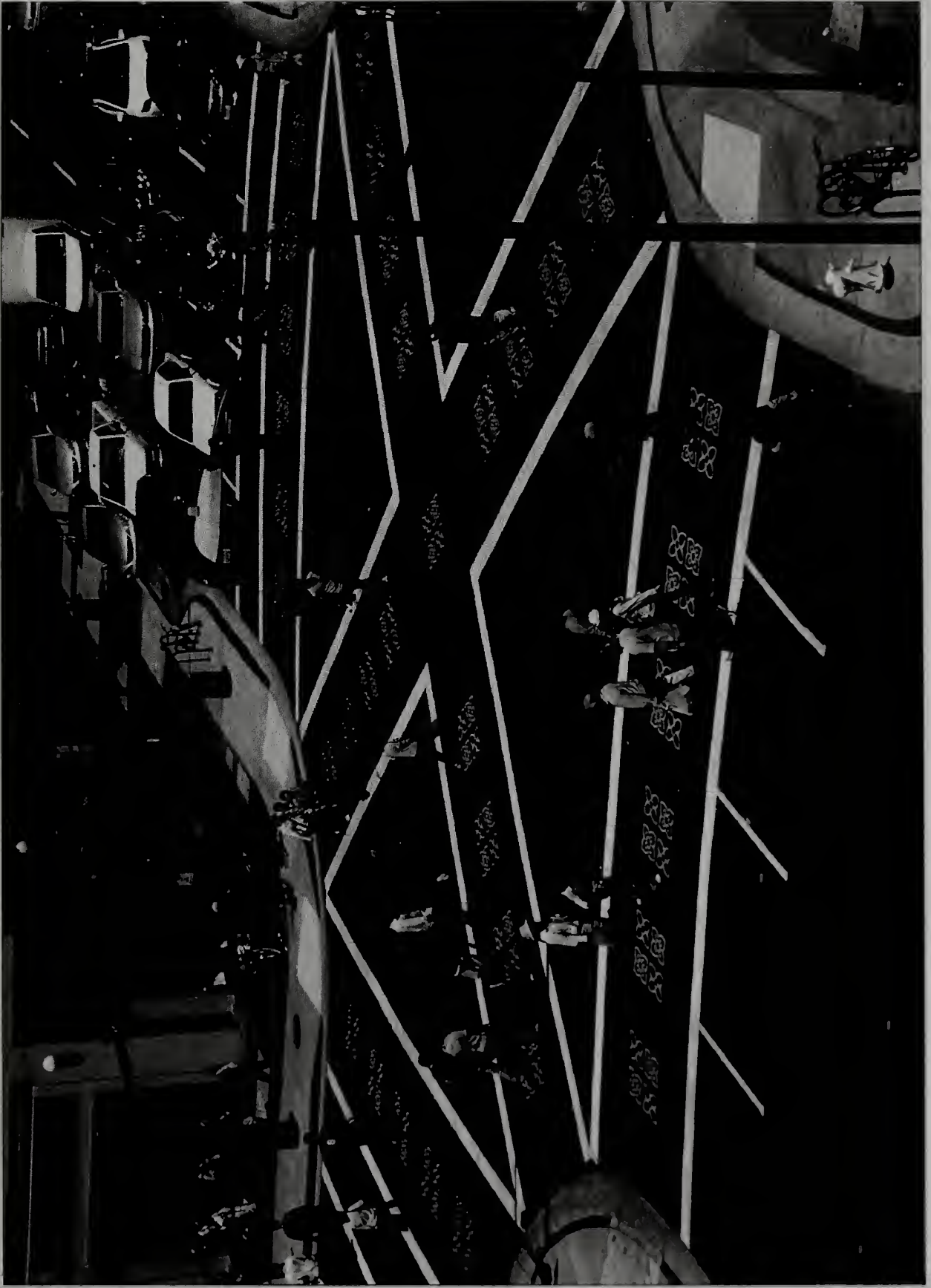
Bicycles

MTC in 2001 identified a 2,100-mile network of regionally significant bicycle routes that will cost an estimated \$1 billion to complete. (This estimate excludes the cost of providing bicycle access across the three toll bridges that do not already have bicycle paths in place or planned: the Richmond-San Rafael and San Mateo-Hayward bridges, and the west span of the San Francisco-Oakland Bay Bridge.) Selected from the nine Bay Area counties' own bicycle plans, routes included in the Regional Bikeway Network link neighborhoods to work, transit and major activity centers. Routes within Priority Development Areas (PDAs, see page 72) account for approximately 84 percent of the Regional Bikeway Network.

In the Transportation 2035 Plan, MTC has committed \$1 billion to finance this Regional Bikeway Network. The top priority is to complete the on-street portion of the 2,100-mile

network. While most of the Regional Bikeway Network consists of on-street bike lanes and bike routes, the network also includes the Bay Trail and other dedicated bicycle/pedestrian paths that connect on-street bicycle routes. A recent study by the city of San Jose found that 38 percent of the bicyclists on a city trail that is part of the Bay Trail network were using the path as a commute route to and from work.





Average Annual Fatal Vehicle Collisions Bay Area Roadways, 1998 - 2007



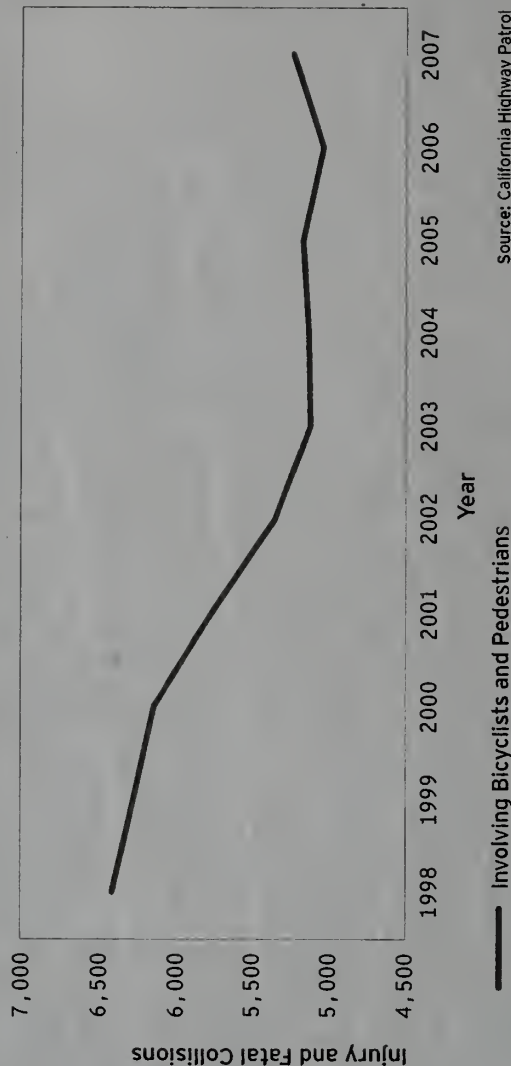
	Number of Collisions	Percent of Total
1 Involving Pedestrians	110	19%
2 Involving Bicyclists	18	3%
3 All Other Fatal Collisions	442	78%
Annual Average	570	100%

Pedestrians

Due to the varying costs and scopes for street improvements such as sidewalks, crosswalks and countdown signals, it is hard to accurately gauge the regional investment needed for pedestrian upgrades and safety countermeasures. As a result, the Transportation 2035 Plan contains no analog to the Regional Bikeway Network for pedestrians.

However, the Transportation 2035 Plan does double funding for MTC's Transportation for

Injury and Fatal Vehicle Collisions Involving Bicyclists and Pedestrians on Bay Area Roadways, 1998 - 2007

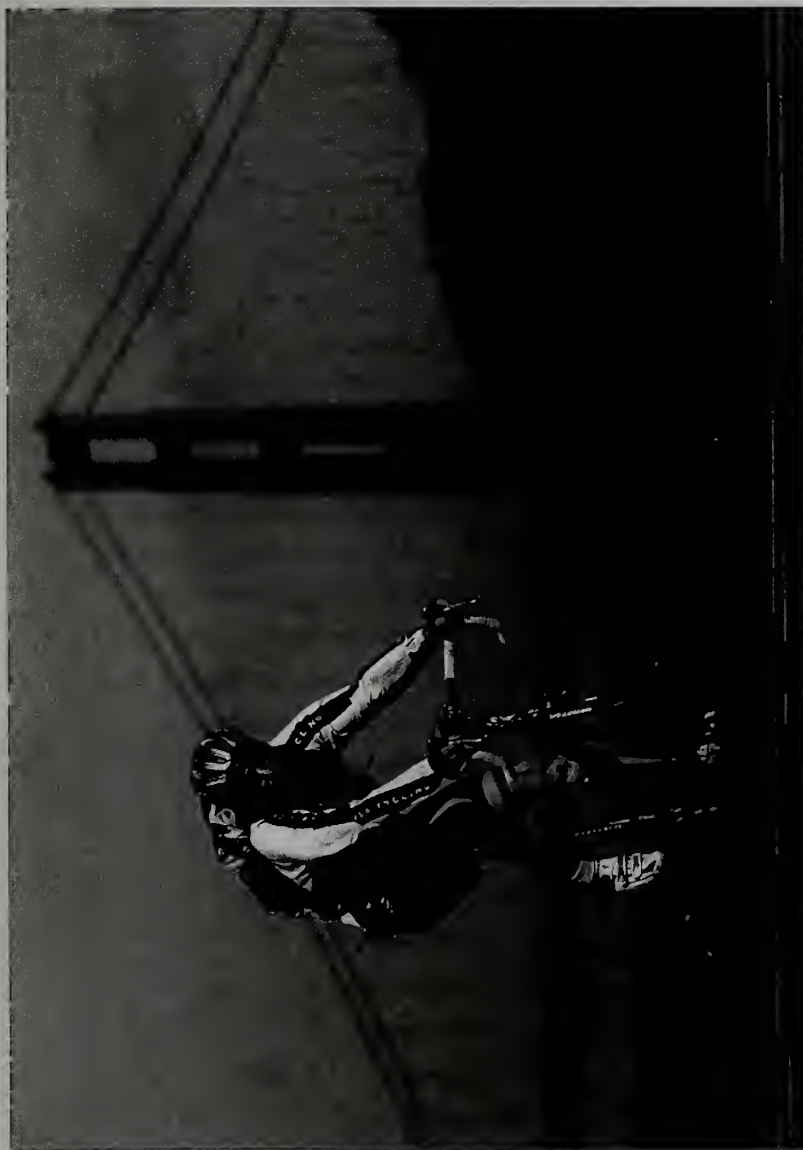


Source: California Highway Patrol

Safety

Around the Bay Area, the number of crashes that result in injuries or fatalities has been gradually declining for the past 10 years. This includes both vehicle-to-vehicle collisions and motor vehicle collisions involving bicyclists or pedestrians (see chart above). But walkers and bicyclists are disproportionately involved in fatal collisions. Pedestrians are especially vulnerable, as 19 percent of all fatal collisions nationwide over the past decade have involved pedestrians (see pie chart above). Combined,

Livable Communities (TLC) program to \$2.2 billion over the next 25 years. The TLC commitment will likely be used to finance projects that improve pedestrian access to housing and transit. In addition, the new multiagency Transportation Climate Action Campaign will be a funding source for much-needed pedestrian improvements. Safe Routes to Schools and Safe Routes to Transit projects will be eligible for funding under this innovative climate initiative (See page 47 for more information).



bicyclists and pedestrians were involved in 22 percent of fatal collisions in the Bay Area during that period.

Recognizing the need to make walking and biking safer in the Bay Area, the Transportation 2035 Plan establishes a performance objective to reduce the number of injury and fatality collisions involving bicycles and pedestrians by 25 percent (each) regionwide by 2035.

Interestingly, the likelihood that a given cyclist or pedestrian will be struck by a vehicle is inversely correlated with the amount of bicycling and walking in an area. With greater levels of cycling and walking, there is greater awareness among cyclists, pedestrians and drivers alike. So a continued increase in the number of people using their bicycles and feet to get around is likely to make conditions safer for cyclists and pedestrians in the years ahead.

Change in Motion

To encourage a regional shift toward higher-density growth patterns, protect the environment, dampen the growth in vehicle miles traveled and make our investments in transportation — especially transit — more cost-effective, the Transportation 2035 Plan:

- Doubles funding for MTC's Transportation for Livable Communities (TLC) program to \$2.2 billion over the next 25 years.
- Leverages TLC investments to support compact, transit-oriented development in established urban districts identified as Priority Development Areas (PDAs) through the multiagency FOCUS initiative.
- Seeks to protect industrial land in the region's urban core that serves critical goods movement facilities such as the Port of Oakland and the Bay Area's major commercial airports.

Take Bold Steps Toward Focused Growth

Capitalizing on the regionwide momentum generated through a decade of support for livable communities and tighter integration of transportation and land-use planning, the Transportation 2035 Plan intensifies the Commission's efforts to focus growth in established communities around the Bay Area. MTC has joined forces with the Association of Bay Area Governments, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to establish a joint regional planning initiative known as FOCUS, which is the regional blueprint plan for the San Francisco Bay Area.

The centerpiece of the FOCUS strategy is the creation of Priority Development Areas (PDAs) in which incentives for compact, transit-oriented development will be used to help bridge the gap between regional objectives and local land-use authority. FOCUS also calls for Priority Conservation Areas, or PCAs, in which cities and counties will have incentives to resist suburbanization and preserve open spaces.

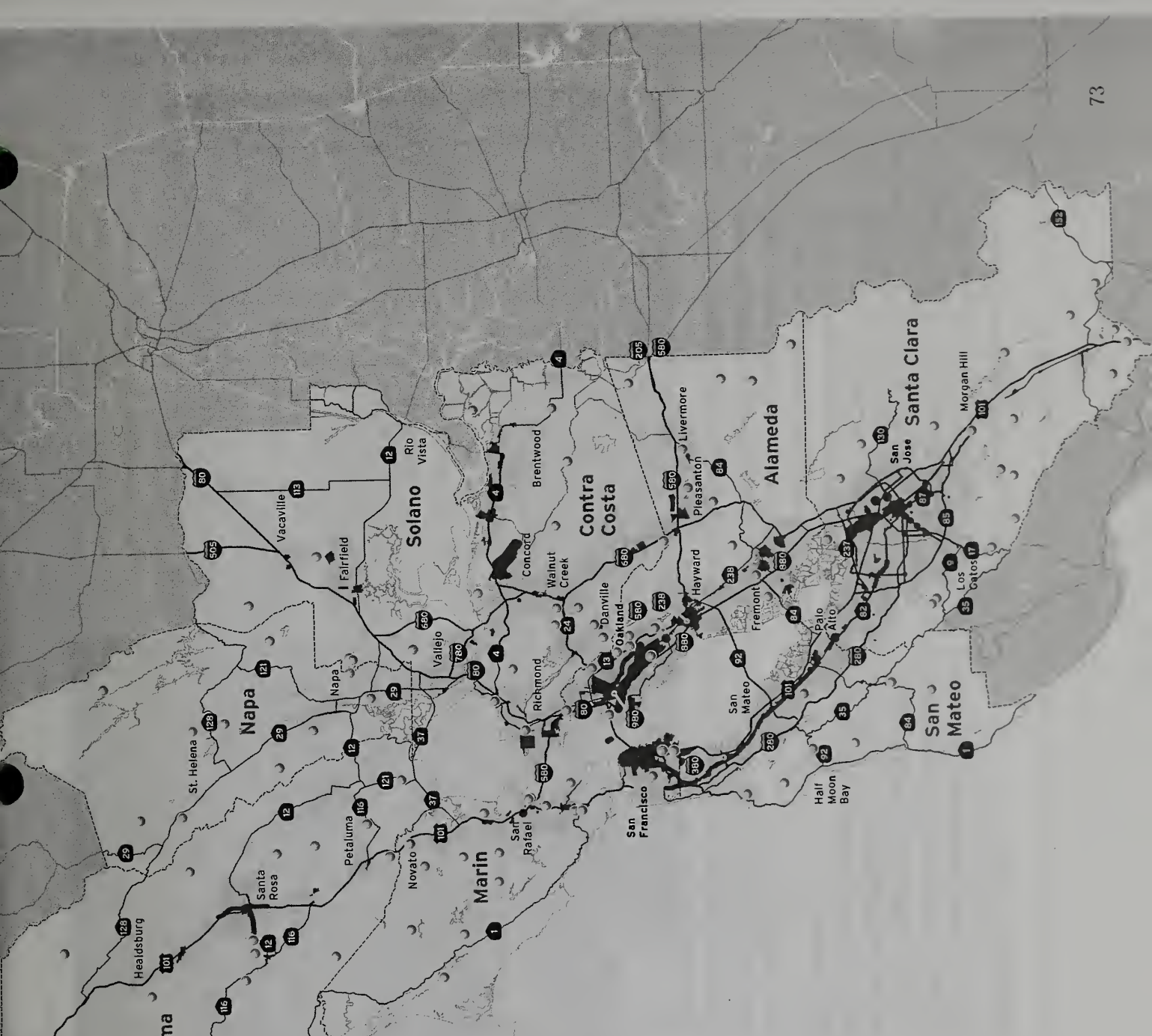
Station Area Planning Grants and technical assistance are available through FOCUS to assist local jurisdictions with the transformation of

Priority Development Areas from potential areas that are served by transit to well-planned complete communities. An incentive-based approach to regional planning has already been embraced by more than 60 city and county governments that have volunteered to designate some 120 separate areas as PDAs. Local governments have estimated that these PDAs, which together account for only about 3 percent of the region's land area, will be able to accommodate as much as 56 percent of the Bay Area's population and employment growth through 2035 — all in locations accessible to transit. Many jurisdictions have indicated that with additional financial assistance their respective PDAs could accommodate more of the region's growth.

To help nurture PDAs, the Transportation 2035 Plan doubles funding to \$2.2 billion for MTC's Transportation for Livable Communities (TLC) program, which supports multimodal travel, more livable neighborhoods, and the development of jobs and housing in existing town centers and near transit.

Focused Growth Pays Mobility, Livability Dividends

Channeling much of the Bay Area's growth into PDAs will increase transit ridership, promote more bicycle and walking trips, and shorten the length of automobile trips, thus helping to reduce both vehicle miles traveled and emissions



Priority Development Areas and Priority Conservation Areas

- Priority Development Area
- Priority Conservation Area
- Freeway
- Highway
- Local Road

Miles

0 10 20 30

Kilometers

0 10 20 30

PDA and PCA map data courtesy of ABAG.
 Street base map © Thomas Bros. Maps. All rights reserved.
 MTC Graphics 4/2009

of carbon dioxide and other pollutants. People living in focused, compact neighborhoods of the type envisioned for PDAs travel 20 to 40 percent fewer vehicle miles each day than those who live in the sprawling suburban tracts that typify the Bay Area's post-World War II development pattern. This translates into a directly proportionate reduction in carbon dioxide emissions from personal travel. The form and location of homes in PDAs also makes them easier to heat and cool, and they require less water. This, in turn, will reduce CO₂ emissions associated with power generation for those utilities.

Challenges Ahead

FOCUS seeks to work with local governments and others in the Bay Area to collaboratively find ways to support focused growth and to overcome the challenges that can hinder its implementation. Chief among these challenges are the following:

Fiscal Imbalances

While offering significant regional benefits, PDAs can be costly for local governments. Infill projects generally are more difficult and expensive than "greenfield" development (built on

land that was previously agricultural or open space), and service deficiencies for existing residents frequently have to be remedied before new growth can even be contemplated. And the structure of local government finance may make it difficult or impossible to recover many of the public costs associated with community transformation. Capital budgets submitted with the first round of PDA applications total tens of billions of dollars. Cities and counties will require direct financial assistance to make focused growth a reality.

Urgency

In recent decades, high housing costs have led to a "drive till you qualify" development pattern, with much of the region's growth being pushed outside of the region into the Central Valley and other adjacent regions. The redistribution of growth is a long-term solution to the Bay Area's transportation and climate issues. But we must start making substantial progress now if the FOCUS initiative is to be successful over the long haul. Absent a concerted response to the present intersection of local and regional priorities, local governments' interest in the FOCUS effort may wane and growth could once again follow the path of least resistance — with expensive and potentially dire consequences for the entire region. Bay Area cities and counties have identified and nominated PDAs because they are acutely aware of local and regional needs for transportation services, housing choice and climate protection.



Moving Goods in Northern California

The goods movement transportation system is a complex network including airports and seaports, rail facilities and rail lines, and highway and roadway infrastructure. It is closely tied to state, national and international transportation systems, with California serving as the nation's primary gateway for goods manufactured in Asia.

Land-Use Changes

Impact Goods Movement

MTC's 2004 *Regional Goods Movement Study* found that goods movement industries and industrial businesses that rely on our transportation systems play an important role in the region's economy. However, while development and regional growth trends indicate increased demand for goods movement services, research indicates that affordable, close-in location options for goods movement businesses are becoming more difficult to find.

Under current land-use policies, the demand for well-located land for goods movement businesses will greatly exceed the industrial land supply in the future. If current trends continue, by 2035 only 60 percent of the goods movement industry demand for industrial land in the inner East Bay and north Peninsula will be accommodated. This will result in less industrial activity in the future compared to today, and over time,



large numbers of Bay Area goods movement businesses and jobs serving the central Bay Area will have to locate outside the region. About 65 percent of the industrial activities are anticipated to disperse outward to the inland San Joaquin Valley. Due to the region's geography and transportation system, the demand shifting outward will be heavily focused on industrial locations with access to the central Bay Area markets they service via Interstate 580.

Impacts to the Bay Area include increased truck trips, longer truck trips and a net increase in emissions as more goods movement businesses are pushed out of the inner Bay Area. Some specific impacts include:

- 87,000 good-paying, blue/green collar goods-movement-related jobs displaced
- 300,000 more truck miles traveled on regional routes

- 8,400 daily truck trips shifted to new, mostly longer routings, including 6,100 on Interstate 580
- 2 percent increase in particulate matter emissions
- \$400 million-per-day increase in transportation costs to businesses

MTC, in concert with the Joint Policy Committee, will consider specific strategies to address goods movement business displacement. Possible strategies include: coordinated planning to ensure that FOCUS PDAs do not adversely affect the economic potential of goods movement industries; educating cities and counties about the impacts of their local land-use decisions; and exploring best practices for making goods movement businesses a better "neighbor."

New Investments Planned for Trade Corridors

In Northern California, trade primarily occurs along two major trade corridors connecting the Bay Area, Sacramento and Central Valley regions: 1) the Central Corridor, which runs from the Port of Oakland roughly along Interstate 80 to Sacramento and across the Sierra Nevada mountains on to Chicago; and 2) the Altamont

Corridor, which runs from the Port of Oakland, along Interstates 880, 238 and 580 to the Central Valley, connects with Interstate 5 and State Route 99 at the north end of San Joaquin Valley and eventually with the southern transcontinental rail route at the south end of the Central Valley. Together these corridors connect the major regions with one another and with critical national and international trade routes. The focus of this trade activity is the Port of Oakland, the nation's fourth-busiest container seaport and a critical export port for the state.

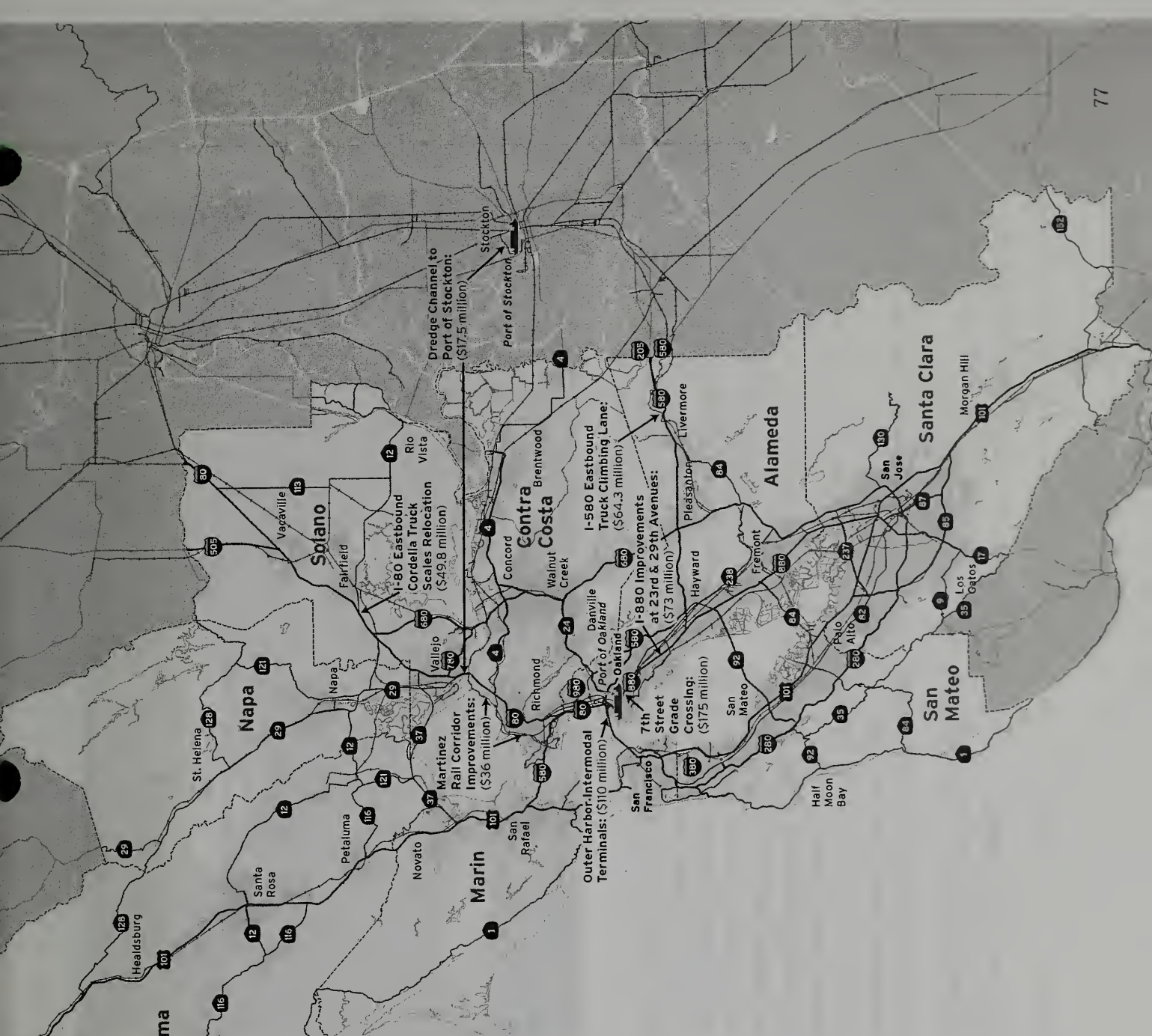
In November 2006, California voters approved Proposition 1B, a \$19.9 billion transportation infrastructure bond. Proposition 1B included a \$2 billion Trade Corridors Improvement Fund (TCIF) to improve goods movement infrastructure statewide. In 2008 the state augmented the program to nearly \$2.5 billion (and programmed just over \$3 billion, in anticipation of additional federal funding) for high-priority goods movement projects.

A coalition of regional agencies in Northern California, representing 23 counties and the three major ports, was able to secure \$825 million for 14 Northern California transportation projects that are to be in construction by 2013. Nearly \$550 million of this total will fund seven key Bay Area projects, shown on the map on the facing page.



The investments are concentrated in the Central and Altamont corridors, focusing on the dual goods movement concerns of: 1) supporting the economic interconnections of the Sacramento, Central Valley and Bay Area regions through interregional goods distribution corridors; and 2) ensuring the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports.

(See also MTC's *Goods Movement Initiatives, 2009 Update* listed in Appendix 3, for more information.)



Bay Area Trade Corridors Improvement Fund Projects

Seaport

Railroad

Freeway

Highway

Local Road

Miles
0 10 20 30

Kilometers
0 10 20 30

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MTC Graphics 4/2009

NOTE: Project dollar amounts listed refer to Trade Corridors Improvement Fund funding amounts, not total project cost.

Change in Motion

To expand the reach and utility of public transportation in the region, the Transportation 2035 Plan:

- Incorporates the MTC Resolution 3434 Strategic Plan, an updated framework to successfully deliver nearly \$18 billion in key transit projects as part of the Regional Transit Expansion Program.
- Facilitates integration of the California High-Speed Train system into the Bay Area rail network.

Deliver the Next Generation of Transit

The 2001 adoption of MTC Resolution 3434, the Regional Transit Expansion Program, marked a major milestone in Bay Area transportation history. Resolution 3434 is a long-term, multifaceted funding strategy for directing local, regional, state and federal dollars to nearly two dozen high-priority bus, rail and ferry expansions. Because it signifies a firm consensus on this important issue, Resolution 3434 allows the region to effectively focus its

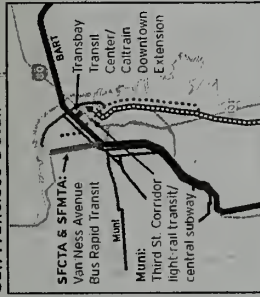
advocacy in both Sacramento and Washington, D.C., to deliver the next generation of transit expansion for the Bay Area.

When fully implemented, these transit expansions will:

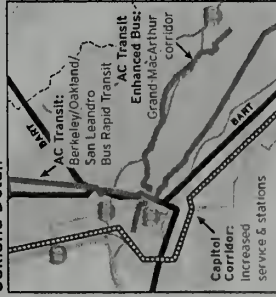
- provide 140 new route miles of rail
- provide expanded express bus service throughout the region and new bus rapid transit services in urban corridors
- institute several new ferry routes on San Francisco Bay
- build major new transit hubs in downtown San Francisco and San Jose



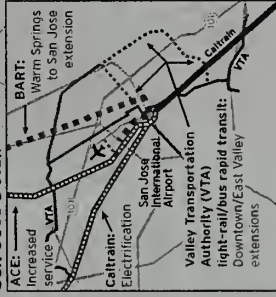
San Francisco Detail



Oakland Detail



San Jose Detail



Resolution 3434 Bus, Rail and Ferry Network

Rail Projects

- Rail Service Upgrade
- Rail Extension
- Existing Rail
- Bus and Ferry Projects
- Express Bus Route
- Bus Rapid Transit Route
- Proposed Ferry Route



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 MTC Graphics 4/2009

A Framework for Project Delivery

In fall 2008, the Commission adopted the Resolution 3434 Strategic Plan. The purpose of the Strategic Plan is to provide a framework for successful program and project delivery. It serves as a vehicle to address project delivery challenges; reassess project costs, scopes and funding; monitor project progress and milestones; provide advocacy support; and take specific funding actions to allow ready-to-go projects to move into implementation. The Strategic Plan establishes agreements between MTC, transit providers and funding partners to work together to expedite delivery of important transit improvements.

Transit Expansion and Focused Growth Go Hand in Hand

Resolution 3434 includes a Transit-Oriented Development (TOD) policy, adopted by the Commission in 2005, that addresses multiple goals: improving the cost effectiveness of regional investments in new transit expansions; easing the Bay Area's chronic housing shortage by creating vibrant new communities; and helping preserve regional open space. The TOD policy will help stimulate the construction of at least 42,000 new housing units along the Bay Area's major new transit corridors, and help the region boost overall transit ridership by over 50 percent by 2035.

High-Speed Rail on a Fast Track

The California High-Speed Rail Authority (CHSRA) plans to build an 800-mile High-Speed Train (HST) system for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The HST system would use electrically propelled steel-wheel-on-steel-rail trains capable of maximum operating speeds of 220 miles per hour on dedicated, fully grade-separated lines. The HST system is projected to carry as many as 93 million passengers annually by the year 2030.

High-speed trains would offer the Bay Area a new transportation option, providing a high-speed rail connection to Southern California from San Francisco (via San Jose), utilizing the Caltrain corridor along the Peninsula. After an exhaustive review of route options (including an MTC analysis completed as part of the Regional Rail Plan), a Pacheco Pass alignment was selected by the CHSRA as the fastest and most environmentally responsible route into the Bay Area, minimizing impacts on wetlands and eliminating the need for another San Francisco Bay crossing, bridge or tunnel. In addition, the CHSRA is committed to enhancing existing and pursuing new "regional rail" commuter and HST service via the Altamont Pass between Sacramento/Northern San Joaquin Valley and



Oakland/San Jose in partnership with local and regional agencies and transit providers.

The passage in November 2008 of Proposition 1A, a \$10 billion dollar bond measure, is a huge first step in the realization of the high-speed rail dream, raising \$9 billion for building the high-speed train system and \$950 million for improvements to other rail services that connect to the high-speed train service. The Bay Area is slated to receive \$408 million of the \$950 million for improvements to the Altamont Corridor Express, BART, Caltrain, San Francisco Muni, and Valley Transportation Authority light rail. In addition, the American Recovery and Reinvestment Act (2009) includes \$8 billion for high-speed trains in the United States – the most ever allocated for rail at one time.

APPENDIX A – 35

2013 TIP Detail

Projects Being Added Into the
Approved 2013 TIP



Projects Being Added Into the Approved 2013 TIP

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2013 TIP Cost
1	ALA130001	SFOBB Gateway Park	Alameda	MTC	\$137,172,000	\$18,000,000
2	ALA130002	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Alameda	Oakland	\$2,000,000	\$2,000,000
3	ALA130003	AC Transit: Procure (27) 40' Urban Buses	Alameda	AC Transit	\$12,022,376	\$12,022,376
4	ALA130004	AC Transit: Procure (27) 60' Artic Hybrid Buses	Alameda	AC Transit	\$29,700,000	\$29,700,000
5	ALA130005	AC Transit: Procure (25) 40' Suburban Buses	Alameda	AC Transit	\$13,570,084	\$13,570,084
6	ALA130006	Oakland 19th Street Uptown Bike Station	Alameda	Oakland	\$606,000	\$606,000
7	ALA130007	San Leandro BART - Transit Access Improvements	Alameda	AC Transit	\$3,929,026	\$3,929,026
8	CC-110081	Oakley to Port Chicago, Track Seg. 3, Phase 2	Contra Costa	Caltrans	\$20,500,000	\$20,500,000
9	MRN130001	Larkspur Ferry Terminal Parking Garage	Marin	GGBHTD	\$500,000	\$0
10	SM-130001	Dumbarton Bridge Seismic Retrofit	San Mateo	MTC	\$33,600,000	\$33,600,000
11	SOL130001	Vacaville Transit - Curb Ramps	Solano	Vacaville	\$50,000	\$50,000
12	REG110031	Regional Express Lane Network Ph1-2	Regional	MTC	\$86,000,000	\$0
13	REG130001	Toll Bridge Rehabilitation Program	Regional	MTC	\$628,906,421	\$341,158,580
14	REG130002	Toll Bridge Maintenance	Regional	MTC	\$48,000,000	\$48,000,000
15	REG130003	Climate Initiatives Program	Regional	MTC	\$19,202,531	\$19,202,531
16	VAR130001	GL: Safety Improvements - SHOPP Mobility Program	Regional	Caltrans	\$89,357,000	\$89,357,000
17	VAR130003	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regional	Caltrans	\$190,733,000	\$190,733,000
18	VAR130004	GL: Safety Imprv. - SHOPP Collision Reduction	Regional	Caltrans	\$209,210,000	\$209,210,000
19	VAR130005	GL: Emergency Repair - SHOPP Emergency Response	Regional	Caltrans	\$181,551,000	\$181,551,000
20	VAR130006	GL: Safety Imprv - High Risk Rural Roads (HR3)	Regional	Caltrans	\$12,795,511	\$12,795,511
21	VAR130007	GL: Safety Imprv - Highway Safety Improvement Prog	Regional	Caltrans	\$34,790,403	\$34,790,403
22	VAR130012	GL: Safety Improvements - SRTS	Regional	Caltrans	\$16,854,443	\$16,854,443
23	VAR130031	GL: Pvmnt Resurf/Rehab SHS - Highway Maint.	Regional	Caltrans	\$22,311,000	\$22,311,000
24	VAR130041	GL: FTA Non-Urbanized Formula Program	Regional	Caltrans	\$15,368,329	\$15,368,329

Projects Being Added Into the Approved 2013 TIP (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2013 TIP Cost
25	VAR130042	GL: Safety Improvements - SHOPP Mandates	Regional	Caltrans	\$26,853,000	\$26,853,000
26	VAR130044	GL: Bridge Rehab and Reconstruction - SHOPP	Regional	Caltrans	\$438,316,000	\$438,316,000
27	VAR130045	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Regional	Caltrans	\$326,145,842	\$185,340,509

APPENDIX A – 36

2013 TIP Detail

**Projects Being Archived Before
2013 TIP Approval**



Projects Being Archived Before 2013 TIP Approval

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
1	ALA010006	SR 84 WB HOV Lane Extension	Alameda	Caltrans	\$9,965,000	\$0
2	ALA010032	I-580 San Leandro Estudillo Noise Barrier	Alameda	ACTC	\$10,735,000	\$0
3	ALA030031	Union City Transit: Repave Bus Parking Area	Alameda	Union City	\$167,056	\$0
4	ALA050001	I-880/ Washington Ave. I/C Reconfiguration	Alameda	San Leandro	\$2,453,500	\$0
5	ALA050008	I-580/Fallon Road Interchange Improvements	Alameda	Dublin	\$16,600,000	\$0
6	ALA050009	I-580 Castro Valley Interchange Improvements	Alameda	ACTIA	\$34,938,000	\$0
7	ALA050018	Grand/MacArthur Bus Improvements	Alameda	ACTC	\$4,697,000	\$0
8	ALA050036	Alameda SMART Corridors Operations & Management	Alameda	ACTC	\$2,646,000	\$0
9	ALA050051	Replace 3 2000 24" Paratransit Vehicles	Alameda	LAVTA	\$658,861	\$0
10	ALA050052	E. Castro Valley Blvd /Dublin Canyon Rd Rehab	Alameda	Alameda County	\$701,000	\$0
11	ALA050059	SR 13 Median Landscaping	Alameda	Caltrans	\$565,000	\$0
12	ALA050065	Ed Roberts Campus	Alameda	BART	\$46,602,697	\$312,500
13	ALA050072	Alameda County - Castro Valley Blvd Rehabilitation	Alameda	Alameda County	\$955,000	\$0
14	ALA050080	7th Street,W. Oakland Transit Village Improvements	Alameda	Oakland	\$4,294,000	\$0
15	ALA050081	Ed Roberts Intermodal Transit Center	Alameda	Berkeley	\$6,529,000	\$0
16	ALA050082	E. Dublin BART Station Corridor Bike/Ped Enh.	Alameda	Dublin	\$2,431,000	\$0
17	ALA050083	W. Dublin BART Station Corridor Bike/Ped Enh.	Alameda	Dublin	\$1,421,000	\$0
18	ALA070004	MacArthur Blvd Bikeway	Alameda	Oakland	\$200,000	\$0
19	ALA070011	66th Avenue Streetscape Improvement Project	Alameda	Oakland	\$1,492,000	\$0
20	ALA070034	Ashby BART Station/Ed Roberts Campus	Alameda	BART	\$2,606,000	\$0
21	ALA070036	Wheels - Operating Assistance Rt. 14	Alameda	MTC	\$776,620	\$0
22	ALA070037	Bay Street Streetscape & Parking Project	Alameda	Fremont	\$3,550,000	\$0



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
23	ALA070045	I-880/Maritime Street Ramp Modification	Alameda	ACTC	\$1,000,000	\$420,000
24	ALA070047	TravelChoice-Berkeley	Alameda	AC Transit	\$477,000	\$0
25	ALA070048	San Leandro ATMS Upgrade	Alameda	San Leandro	\$613,000	\$50,000
26	ALA070055	Bike Racks for New Buses	Alameda	AC Transit	\$120,000	\$0
27	ALA070056	De Anza Historic Core Linkage	Alameda	Oakland	\$900,000	\$792,000
28	ALA070059	Livermore Downtown Pedestrian Improvements	Alameda	Livermore	\$1,094,000	\$0
29	ALA090006	W. Jack London Blvd. Extension	Alameda	Livermore	\$18,650,000	\$13,650,000
30	ALA090024	Webster Street SMART Corridor Management Project	Alameda	ACTC	\$1,234,000	\$864,000
31	ALA090029	I-880 Fruitvale Avenue Bridge Rehab in Oakland	Alameda	Caltrans	\$10,562,019	\$0
32	ALA090036	Osgood Road Rehabilitation	Alameda	Fremont	\$2,043,108	\$0
33	ALA090037	BRT Corridor Enhancement Study	Alameda	ACTC	\$900,000	\$900,000
34	ALA090040	Berkeley: University Ave Pavement Rehab - Phase 3	Alameda	Berkeley	\$430,000	\$0
35	ALA090042	Berkeley University Ave Pavement Rehabilitation	Alameda	Berkeley	\$1,522,315	\$0
36	ALA090043	Alameda Co: Pavement Rehab Central Unincorp	Alameda	Alameda County	\$1,529,903	\$0
37	ALA090044	Alameda Co.:Pavement Rehab in Eastern Unincorp	Alameda	Alameda County	\$1,240,000	\$0
38	ALA090045	Alameda City: Various Streets Rehabilitation	Alameda	Alameda	\$1,774,000	\$0
39	ALA090046	Hayward: Pavement Rehabilitation for LS&R	Alameda	Hayward	\$2,630,000	\$0
40	ALA090047	Oakland - Various Streets and Roads Rehabilitation	Alameda	Oakland	\$3,857,444	\$0
41	ALA090048	Pleasanton: Santa Rita Rd/ Stoneridge Dr Overlay	Alameda	Pleasanton	\$1,216,711	\$0
42	ALA090050	Oakland - Citywide Curb Ramp and Sidewalk Repair	Alameda	Oakland	\$1,118,832	\$0
43	ALA090052	Livermore Various Arterial Streets Pavement Rehab	Alameda	Livermore	\$2,050,262	\$0
44	ALA090054	Alameda Co:Pavement Rehab San Lorenzo/Ashland Unin	Alameda	Alameda County	\$445,000	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
45	ALA090055	Pleasanton: Bernal Avenue Pavement Rehabilitation	Alameda	Pleasanton	\$605,000	\$0
46	ALA090056	Oakland - Various Streets and Roads Maintenance	Alameda	Oakland	\$1,355,000	\$0
47	ALA090057	Alameda City: Certain Streets Rehabilitation	Alameda	Alameda	\$432,000	\$0
48	ALA090058	Livermore: Vasco Road Overlay	Alameda	Livermore	\$400,000	\$0
49	ALA090059	San Leandro: Springlake Dr Street Rehabilitation	Alameda	San Leandro	\$547,000	\$0
50	ALA090063	Oakland Various Streets Rehabilitation II	Alameda	Oakland	\$1,000,000	\$0
51	ALA090073	Pleasanton: Santa Rita Rd Pavement Rehabilitation	Alameda	Pleasanton	\$810,000	\$0
52	ALA090074	San Leandro: Bancroft Avenue Street Rehabilitation	Alameda	San Leandro	\$764,662	\$0
53	ALA090075	Alameda Co - San Miguel Ave Sidewalk Improvements	Alameda	Alameda County	\$1,099,097	\$0
54	ALA110014	Oakland - MacArthur Blvd Streetscape	Alameda	Oakland	\$4,700,000	\$4,700,000
55	ALA110015	Livermore Downtown Lighting Retrofit	Alameda	Livermore	\$248,000	\$248,000
56	ALA110017	Union City - Dyer Street Rehabilitation	Alameda	Union City	\$1,069,000	\$1,069,000
57	ALA110018	Fremont Various Streets Pavement Rehab	Alameda	Fremont	\$4,242,650	\$4,242,650
58	ALA110019	Hayward Various Arterials Pavement Rehab	Alameda	Hayward	\$1,631,000	\$1,631,000
59	ALA110020	San Leandro - Marina Blvd Rehabilitation	Alameda	San Leandro	\$1,110,000	\$1,045,000
60	ALA110021	Pleasanton Various Streets Pavement Rehab	Alameda	Pleasanton	\$1,305,000	\$1,305,000
61	ALA110023	Livermore - 2011 Various Arterials Rehab	Alameda	Livermore	\$1,288,000	\$1,288,000
62	ALA110025	Alameda - Otis Drive Rehabilitation	Alameda	Alameda	\$1,038,000	\$1,038,000
63	ALA110038	BART - West Dublin BART Station Ped Access Imps	Alameda	BART	\$1,247,000	\$1,247,000
64	ALA110039	Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	\$1,342,000	\$1,342,000
65	ALA110054	Seismic Retrofit of 4 BART Aerial Structures	Alameda	BART	\$2,854,000	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
66	ALA110055	Seismic Retrofit of 45 BART Aerial Bridges	Alameda	BART	\$12,028,000	\$0
67	ALA110056	Seismic Retrofit of 21 BART Aerial Structures	Alameda	BART	\$7,852,000	\$0
68	ALA110057	Seismic Retrofit of BART West Oakland Aerials	Alameda	BART	\$1,512,486	\$0
69	ALA110063	Park St. Bridge Rehab - No. 33C0027	Alameda	Alameda County	\$883,156	\$0
70	ALA110064	High St Bridge Rehab - No. 33C0026	Alameda	Alameda County	\$1,420,000	\$0
71	ALA110073	Seismic Retrofit of 28 BART Aerial Structures	Alameda	BART	\$6,133,000	\$0
72	ALA110074	Three Park Blvd Bridges Rehab	Alameda	Oakland	\$3,517,526	\$0
73	ALA110075	Two 12th St Bridges Rehab - No. 33C0181 & 33C0182	Alameda	Oakland	\$15,110,000	\$0
74	ALA110094	Mission, Warren, Freight Rail Relocation	Alameda	VTA	\$91,175,070	\$91,175,070
75	ALA990014	Washington Blvd/Paseo Padre Grade Separation	Alameda	Fremont	\$96,083,000	\$0
76	ALA990072	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod.	Alameda	Livermore	\$157,255,000	\$1,100,000
77	ALA990074	E. 14th St. Median Improvements	Alameda	San Leandro	\$952,499	\$852,499
78	ALA990078	San Pablo Ave. Corridor Bicycle Path	Alameda	Berkeley	\$2,621,250	\$502,000
79	BRT991003	BART Seismic Retrofit Program	Regional	BART	\$1,066,323,229	\$100,000
80	CC-010009	SR 4 East Widen Loveridge to Somersville Ph 2	Contra Costa	CCTA	\$166,004,000	\$0
81	CC-050004	Central Contra Costa BART Crossover	Contra Costa	BART	\$25,000,000	\$0
82	CC-050026	I-80 EB HOV Lane - SR 4 to Carquinez Bridge	Contra Costa	Caltrans	\$37,247,000	\$618,000
83	CC-050031	Walnut Creek: Ygnacio Valley Road Ped/Bike Trail.	Contra Costa	Walnut Creek	\$815,560	\$218,696
84	CC-050038	CCCTA: Replace 38 LINK vans and 12 Flex vans	Contra Costa	CCCTA	\$9,270,117	\$4,619,160
85	CC-050066	San Pablo: San Pablo Ave Rehabilitation	Contra Costa	San Pablo	\$3,405,000	\$0
86	CC-050073	Pinole: Appian Way Pavement Overlay	Contra Costa	Pinole	\$1,228,000	\$0
87	CC-070001	Sand Creek Road Widening - Phase II	Contra Costa	Brentwood	\$5,548,000	\$2,150,000
88	CC-070002	Hillcrest Avenue Widening	Contra Costa	Antioch	\$2,500,000	\$2,450,000



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
89	CC-070016	Central Boulevard Widening (Phase I)	Contra Costa	Brentwood	\$1,870,286	\$1,520,286
90	CC-070066	Central Richmond Greenway (East Segment)	Contra Costa	Richmond	\$2,133,000	\$0
91	CC-070069	Oakley - Big Break Regional Trail	Contra Costa	EB Reg Park Dis	\$532,000	\$0
92	CC-070070	Low Income Access to Health Care	Contra Costa	MTC	\$2,360,325	\$0
93	CC-070073	Operating Assistance for Route 376	Contra Costa	MTC	\$7,367,824	\$0
94	CC-070074	San Pablo Avenue Streetscape	Contra Costa	El Cerrito	\$4,516,000	\$0
95	CC-070083	Concord- Monument Blvd/Meadow Ln Pedestrian Imprvs	Contra Costa	Concord	\$2,310,701	\$0
96	CC-070089	Sycamore Valley Road West Improvement	Contra Costa	Danville	\$705,332	\$705,332
97	CC-070090	I-680 HOV Southbound Lane Extension	Contra Costa	CCTA	\$3,000,000	\$0
98	CC-070091	Purchase of Fully Validating Fareboxes	Contra Costa	WCCTA	\$522,000	\$0
99	CC-070095	Site Security Upgrade	Contra Costa	WCCTA	\$75,949	\$0
100	CC-090038	WCCTA - Replace Mobile Column Bus Lifts	Contra Costa	WCCTA	\$77,665	\$77,665
101	CC-090040	Antioch: Hillcrest Avenue Pavement Rehabilitation	Contra Costa	Antioch	\$2,800,000	\$0
102	CC-090042	Martinez - Various Arterial Pavement Rehab	Contra Costa	Martinez	\$1,050,000	\$0
103	CC-090043	Brentwood - Balfour Road Overlay	Contra Costa	Brentwood	\$1,089,778	\$0
104	CC-090044	Clayton - Various Arterials Overlay	Contra Costa	Clayton	\$380,854	\$0
105	CC-090045	Concord - Clayton Road Intersection Improvements	Contra Costa	Concord	\$1,454,000	\$0
106	CC-090046	Concord: Clayton Road Rehab Market to Oakland Ave	Contra Costa	Concord	\$1,541,504	\$0
107	CC-090048	Danville - Diablo Rd/Green Valley Rd Rehab	Contra Costa	Danville	\$970,614	\$0
108	CC-090050	El Cerrito - Various Streets Pvmt Rehabilitation	Contra Costa	El Cerrito	\$1,094,000	\$0
109	CC-090052	Moraga - Moraga Rd Pavement Resurfacing	Contra Costa	Moraga	\$660,000	\$0
110	CC-090054	Pinole - San Pablo Avenue Crosswalk Improvements	Contra Costa	Pinole	\$254,317	\$0



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
111	CC-090057	Lafayette- Various Streets Pavement Rehabilitation	Contra Costa	Lafayette	\$744,000	\$0
112	CC-090060	WCCTA: Replace (2) 1998 40' revenue vehicles	Contra Costa	WCCTA	\$1,269,550	\$1,269,550
113	CC-090078	San Ramon: San Ramon Vly Blvd. Rehabilitation - N	Contra Costa	San Ramon	\$1,935,000	\$0
114	CC-090080	Walnut Creek Civic Drive Rehab - Arroyo to Walden	Contra Costa	Walnut Creek	\$882,214	\$0
115	CC-090081	Oakley: Oakley Rd Pavement Rehabilitation	Contra Costa	Oakley	\$435,491	\$0
116	CC-090082	Oakley: Delta Rd Pavement Rehabilitation	Contra Costa	Oakley	\$380,540	\$0
117	CC-090083	Orinda: Chas. Hill Rd/Honey Hill Rd/Miner Rd Pvmnt	Contra Costa	Orinda	\$443,539	\$0
118	CC-090085	Pittsburg: Pavement Rehabilitation Project	Contra Costa	Pittsburg	\$1,943,000	\$0
119	CC-090086	Pleasant Hill: Contra Costa Blvd Pavement Rehab	Contra Costa	Pleasant Hill	\$952,000	\$0
120	CC-090087	Richmond: Carlson Boulevard Improvements	Contra Costa	Richmond	\$4,600,000	\$0
121	CC-090088	Contra Costa Co: Marsh Creek Road Pavement Overlay	Contra Costa	CC County	\$3,042,259	\$0
122	CC-110008	San Ramon Alcosta Blvd Pavement Rehabilitation	Contra Costa	San Ramon	\$1,905,000	\$1,905,000
123	CC-110045	Bethel Island Rd Bridge Rehab - No. 28C0031	Contra Costa	CC County	\$24,900,000	\$4,881,804
124	CC-110046	WCCTA - Replace Bus Wash	Contra Costa	WCCTA	\$250,000	\$250,000
125	CC-110047	WCCTA - Revenue Vehicle Rehabilitation	Contra Costa	WCCTA	\$280,585	\$280,585
126	JPB010001	Palo Alto Intermodal Transit Center	Santa Clara	VT A	\$2,589,990	\$0
127	JPB990004	Caltrain: N/S Terminal Track Upgrades	Regional	Caltrain	\$32,589,843	\$0
128	MRN010034	Preventive Maintenance Program.	Marin	GGBHTD	\$18,732,197	\$5,000,000
129	MRN030003	Cal-Park Hill Tunnel Improvements	Marin	Marin County	\$27,451,000	\$0
130	MRN030007	Chimney Rock Lighthouse Rehabilitation.	Marin	FHWA	\$6,054,789	\$0
131	MRN050026	Refurbish MS San Francisco Ferry Vessel	Marin	GGBHTD	\$13,455,000	\$2,691,000
132	MRN050028	Bicycle Guide Signing	Marin	Marin County	\$150,000	\$108,000



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
133	MRN050029	Olema Bolinas Pathway	Marin	Marin County	\$418,000	\$0
134	MRN050030	Marin City Transit Hub	Marin	MCTD	\$669,804	\$162,404
135	MRN070010	San Anselmo - Non-motorized Transp. Pilot Program	Marin	San Anselmo	\$182,435	\$0
136	MRN070013	Ross - Non-motorized Transp. Pilot Program	Marin	Ross	\$200,000	\$0
137	MRN070021	Tiburon: Non-motorized Transp. Pilot Program	Marin	Tiburon	\$253,134	\$0
138	MRN090016	Reconstruct Point Bonita Lighthouse bridge	Marin	Natl Park Svc	\$2,080,000	\$160,000
139	MRN090019	Tiburon: Reed Ranch Road and Ridge Road Overlay	Marin	Tiburon	\$350,826	\$0
140	MRN090021	GGBHTD: Replace 2 - 2001 Cutaway Paratransit Vans	Marin	GGBHTD	\$155,085	\$155,085
141	MRN090022	GGBHTD: Replace 2 - 2001 Cutaway Paratransit Vans	Marin	GGBHTD	\$204,435	\$204,435
142	MRN090026	GGBHTD: Replace 6 2002 Cutaway Paratransit vans	Marin	GGBHTD	\$465,255	\$465,255
143	MRN090037	Sir Francis Drake Blvd Resurfacing	Marin	Ross	\$650,000	\$0
144	MRN090039	Marin County: Pavement Rehab Prog - Phase C	Marin	Marin County	\$1,272,590	\$0
145	MRN090048	MCTD: Muir Wood Bus Purchase	Marin	MCTD	\$400,000	\$400,000
146	MRN110025	Lagunitas Rd Bridge Rehab - No. 27C0071	Marin	Ross	\$2,486,251	\$31,357
147	MRN990001	Marin US 101 HOV Gap Closure	Marin	Caltrans	\$173,103,974	\$1,700,000
148	MRN990035	Marin Parklands Visitor Access Improvements	Marin	Marin County	\$7,648,186	\$0
149	MTC050006	GL: Safety Improvements - SHOPP Mobility Program	Regional	Caltrans	\$270,095,000	\$86,247,000
150	MTC050009	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regional	Caltrans	\$1,258,581,000	\$158,489,000
151	MTC050018	Spare The Air - Free Regional Transit	Regional	MTC	\$14,724,530	\$0
152	MTC050026	Ferry Service - Alameda	Regional	WETA	\$12,641,250	\$9,000,000
153	NAP050011	American Canyon - Elliott Street Rehabilitation	Napa	American Canyon	\$311,000	\$0
154	NAP070003	Napa - Browns Valley Road Rehabilitation	Napa	Napa	\$750,000	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
155	NAP070004	West American Canyon Road Rehabilitation	Napa	American Canyon	\$347,000	\$0
156	NAP090001	Yountville: SR 29 Bicycle Safety Improvements	Napa	Yountville	\$1,100,000	\$0
157	NAP090009	American Canyon: Various Streets and Roads Rehab	Napa	American Canyon	\$519,971	\$0
158	NAP090010	Napa City: Various Streets and Roads Rehab	Napa	Napa	\$1,706,752	\$0
159	NAP090013	Napa County: Silverado Trail Rehab Phase C	Napa	Napa County	\$361,060	\$0
160	NAP090014	Napa County: Silverado Trail Rehab Phase D	Napa	Napa County	\$465,063	\$0
161	NAP110003	Napa River Trail - Kensington/Kimberly Study	Napa	NCTPA	\$12,500	\$12,500
162	REG050008	Station Area Planning Program & implementation	Regional	MTC	\$14,366,000	\$0
163	REG070001	GL: Emergency Repair - SHOPP Emergency Response	Regional	Caltrans	\$310,380,000	\$117,360,000
164	REG070008	GL: Safety Imprv - High Risk Rural Roads (HR3)	Regional	Caltrans	\$28,642,475	\$10,112,875
165	REG070009	GL: Safety Imprv - Highway Safety Improvement Prog	Regional	Caltrans	\$34,144,660	\$18,905,660
166	REG070011	GL: New Freedom FY 2006 - Large UA	Regional	MTC	\$1,487,257	\$0
167	REG070012	GL: JARC FY 06 - Small UA and Rural	Regional	MTC	\$1,034,000	\$0
168	REG070013	GL: New Freedom FY06 - Small UA	Regional	MTC	\$383,315	\$0
169	REG090001	GL: Safety Improvements - SRTS	Regional	Caltrans	\$23,980,151	\$10,022,629
170	REG090004	GL: New Freedom FY 07 Large UA	Regional	MTC	\$3,489,145	\$0
171	REG090005	GL: New Freedom FY 07/09 Small UA	Regional	MTC	\$1,080,875	\$0
172	REG090010	GL: ARRA - FTA 5311	Regional	Caltrans	\$3,101,483	\$3,101,483
173	REG090011	GL: ARRA Transit Rehab (San Jose 5307)	Regional	Various	\$55,184,394	\$0
174	REG090013	GL: ARRA Transit Rehab (Napa 5307)	Regional	Various	\$1,905,158	\$0
175	REG090014	GL: ARRA Transit Rehab (Petaluma 5307)	Regional	Various	\$1,392,821	\$0
176	REG090015	GL: ARRA Transit Rehab (Vacaville 5307)	Regional	Various	\$2,217,074	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
177	REG090017	GL: ARRA Transit Rehab (Livermore 5307)	Regional	Various	\$1,859,406	\$0
178	REG090018	GL: ARRA Transit Rehab (Fairfield 5307)	Regional	Various	\$3,134,985	\$0
179	REG090022	GL: ARRA Transit Rehab (Gilroy-MH 5307)	Regional	Various	\$1,598,470	\$0
180	REG090043	Regional Transportation Marketing	Regional	MTC	\$2,373,000	\$0
181	REG090047	Performance Monitoring	Regional	MTC	\$848,000	\$0
182	REG090048	Vallejo Transit: Replace Supervisor Vehicles	Regional	Vallejo	\$81,000	\$0
183	REG090049	Vallejo Transit: Replace Maintenance Vehicles	Regional	Vallejo	\$189,200	\$0
184	REG090058	GL: Pvmnt Resurf/Rehab SHS - Highway Maint.	Regional	Caltrans	\$42,069,000	\$22,910,000
185	REG090059	GL: New Freedom FY 08 & FY 09 Large UA	Regional	MTC	\$5,750,879	\$0
186	REG090068	GL: JARC FY08/FY09 Small UA and Rural	Regional	MTC	\$3,080,883	\$3,080,883
187	REG090069	GL: JARC FY07/FY08 Small UA and Rural	Regional	MTC	\$1,901,372	\$0
188	REG090070	GL: New Freedom FY09 Small & Rural	Regional	MTC	\$1,784,564	\$1,784,564
189	REG090071	GL Safety Imps Grouped List - County SRTS Program	Regional	Various	\$0	\$0
190	REG110018	Cold In Place Recycling (CIR)	Regional	Napa	\$2,300,000	\$2,300,000
191	SCL050006	Mathilda Avenue Bridge Replacement - No. 37C0058	Santa Clara	Caltrans	\$33,387,000	\$0
192	SCL050011	SR 152 Runoff Pollution Control	Santa Clara	Caltrans	\$821,000	\$0
193	SCL050048	CCTV/Video/Laser Intrusion. Detect. Systems	Santa Clara	VTA	\$1,423,276	\$0
194	SCL050075	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	Santa Clara	Santa Clara Co	\$907,492	\$0
195	SCL070005	Almaden Expressway Improvements	Santa Clara	Santa Clara Co	\$5,429,000	\$4,679,000
196	SCL070011	Outreach Family Transportation Program	Santa Clara	MTC	\$6,427,086	\$1,249,850
197	SCL070012	Santa Clara County - Ways to Work Loan Program	Santa Clara	MTC	\$840,704	\$0
198	SCL070013	Harvey Bear Ranch Trail Development: Ph 2	Santa Clara	Santa Clara Co	\$600,000	\$0
199	SCL070017	Auto Repair & Assistance Program	Santa Clara	MTC	\$150,000	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
200	SCL070019	Blossom Hill Rd/Monterey Hwy Ped Bridge	Santa Clara	VTa	\$10,500,000	\$0
201	SCL070020	US 101 / Tennant Ave Interchange Modifications	Santa Clara	Morgan Hill	\$11,133,309	\$0
202	SCL070022	East Campbell Avenue Access Master Plan	Santa Clara	Campbell	\$3,807,859	\$0
203	SCL070023	El Camino Real/Stanford Ave Intersection Imps.	Santa Clara	Palo Alto	\$1,668,000	\$0
204	SCL070026	Saratoga - DeAnza Bike/Ped Trail	Santa Clara	Saratoga	\$1,992,000	\$0
205	SCL070034	Tasman LRT Landscaping	Santa Clara	Milpitas	\$1,800,000	\$1,800,000
206	SCL090029	SR 237/I-880 Express Connectors	Santa Clara	VTa	\$11,300,000	\$3,200,000
207	SCL090039	VTa: Security Improvements for Light Rail	Santa Clara	VTa	\$548,855	\$548,855
208	SCL090042	Sunnyvale Downtown Streetscape	Santa Clara	Sunnyvale	\$2,618,000	\$2,336,750
209	SCL090047	Campbell Winchester Boulevard Streetscape	Santa Clara	Campbell	\$1,400,000	\$1,400,000
210	SCL090065	San Jose: Various Streets Rehabilitation Phase 2	Santa Clara	San Jose	\$6,595,534	\$0
211	SCL090070	Milpitas: Abbott Avenue Resurfacing	Santa Clara	Milpitas	\$783,321	\$0
212	SCL090071	Sunnyvale: Homestead Road Asphalt Overlay, Ph. II	Santa Clara	Sunnyvale	\$1,224,965	\$0
213	SCL090072	Sunnyvale: Sunnyvale/Evelyn Ave/Maria Ln Overlay	Santa Clara	Sunnyvale	\$866,709	\$0
214	SCL110011	Sunnyvale Ave/Old San Francisco Rd Intersection	Santa Clara	Sunnyvale	\$0	\$0
215	SCL110015	Almaden Expressway Bicycle Signal Detection	Santa Clara	Santa Clara Co	\$566,000	\$566,000
216	SCL110018	Mountain View Church Street Rehabilitation	Santa Clara	Mountain View	\$785,000	\$785,000
217	SCL110019	Palo Alto 2011 Pavement Program	Santa Clara	Palo Alto	\$661,000	\$661,000
218	SCL110020	Saratoga Various Streets Pavement Rehabilitation	Santa Clara	Saratoga	\$593,000	\$593,000
219	SCL110021	Campbell Citywide Arterials and Collectors Rehab	Santa Clara	Campbell	\$672,000	\$672,000
220	SCL110023	Los Altos San Antonio Road Microseal	Santa Clara	Los Altos	\$308,000	\$308,000
221	SCL110024	Sunnyvale Ave/Old San Francisco Road IC Reconst.	Santa Clara	Sunnyvale	\$848,000	\$848,000



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
222	SCL110025	Los Gatos University Avenue Rehabilitation	Santa Clara	Los Gatos	\$625,000	\$625,000
223	SCL110026	Gilroy - Wren Ave and Church Sreet Resurfacing	Santa Clara	Gilroy	\$767,000	\$767,000
224	SCL110027	City of Santa Clara Various Streets Rehab	Santa Clara	Santa Clara	\$1,349,000	\$1,349,000
225	SCL110036	Milpitas Abel Street Pedestrian Improvements	Santa Clara	Milpitas	\$985,000	\$985,000
226	SCL110039	Campbell Winchester Blvd Streetscape Phase II	Santa Clara	Campbell	\$2,000,000	\$2,000,000
227	SCL110050	Mountain View VERBS Program	Santa Clara	Mountain View	\$565,000	\$565,000
228	SCL110052	San Jose Walk N Roll - Non Infrastructure	Santa Clara	San Jose	\$1,061,000	\$1,061,000
229	SCL110053	Santa Clara VERBS Program	Santa Clara	Santa Clara	\$565,000	\$565,000
230	SCL110054	Palo Alto Safe Routes to School	Santa Clara	Palo Alto	\$660,000	\$660,000
231	SCL110059	San Antonio Rd Bridge Rehab - No. 37C0120	Santa Clara	Mountain View	\$965,001	\$0
232	SCL110061	Uvas Rd Bridge Rehab - No. 37C0093	Santa Clara	Santa Clara Co	\$4,557,560	\$654,358
233	SCL110094	Stevens Canyon Rd Bridge Rehab - No.37C0576	Santa Clara	Santa Clara Co	\$2,430,000	\$0
234	SCL110095	Stevens Canyon Rd Bridge Rehab - No. 37C0577	Santa Clara	Santa Clara Co	\$2,310,800	\$0
235	SCL970002	SR 152 Truck Passing Lane - Part A	Santa Clara	Caltrans	\$14,760,000	\$0
236	SCL990053	Guaranteed Ride Home Program	Santa Clara	VTA	\$6,769,782	\$0
237	SCL991060	Caltrain/ACE Santa Clara Train Station	Santa Clara	Caltrain	\$9,790,647	\$3,707,208
238	SF-010018	Oak and Fell Streets ITMS Project	San Francisco	SFMTA	\$1,734,300	\$1,135,000
239	SF-050019	Shared Lane Pavement Marking	San Francisco	SFMTA	\$718,000	\$240,000
240	SF-050032	US 101 - Van Ness Avenue Enhancements	San Francisco	SF DPW	\$1,130,000	\$0
241	SF-050044	S.F. Value Pricing Study & Pilot	San Francisco	SF County TA	\$1,300,000	\$0
242	SF-070017	Shuttle Bus Clean Air Retrofits	San Francisco	SF Int Airport	\$565,000	\$0
243	SF-070020	Muni - Route 108 Treasure Island Service	San Francisco	MTC	\$3,068,237	\$202,212
244	SF-070022	Operating Assistance - Route 29	San Francisco	MTC	\$2,667,560	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
245	SF-070023	Bayview Hunters Point Community Transportation	San Francisco	MTC	\$1,025,049	\$0
246	SF-070031	Valencia Streetscape Improvements	San Francisco	SF DPW	\$4,660,000	\$0
247	SF-070032	Leland Avenue Streetscape Improvements	San Francisco	SF DPW	\$4,078,000	\$0
248	SF-070039	Divisadero Streetscape and Ped. Improvements	San Francisco	SF DPW	\$3,389,000	\$0
249	SF-090028	Congestion Pricing Study and Coordination	San Francisco	SF County TA	\$516,374	\$0
250	SF-090033	San Francisco: Jones Street Pavement Renovation	San Francisco	SF DPW	\$1,410,277	\$0
251	SF-090034	San Francisco: Turk Street Pavement Renovation	San Francisco	SF DPW	\$1,195,042	\$0
252	SF-090044	San Francisco: Divisadero St Pavement Renovation	San Francisco	SF DPW	\$5,784,831	\$0
253	SF-090045	San Francisco: 7th Ave/Laguna Honda Pymt Renov	San Francisco	SF DPW	\$2,787,467	\$0
254	SF-090046	San Francisco: Geary Blvd Intersections Paving	San Francisco	SF DPW	\$524,462	\$0
255	SF-090047	San Francisco: Bush Street Pavement Renovation	San Francisco	SF DPW	\$3,685,000	\$0
256	SF-090048	San Francisco: Various Locations Curb Ramps Imps 1	San Francisco	SF DPW	\$782,592	\$0
257	SF-090049	San Francisco: Holloway Avenue Curb Ramps	San Francisco	SF DPW	\$514,204	\$0
258	SF-090050	San Francisco - Corbin Place Stair Replacement	San Francisco	SF DPW	\$450,000	\$0
259	SF-090052	Williams Avenue Pavement Renovation	San Francisco	SF DPW	\$990,672	\$0
260	SF-090053	Various Locations Curb Ramps #2	San Francisco	SF DPW	\$651,921	\$0
261	SF-991031	Bayview Connections Project.	San Francisco	SFMTA	\$4,002,651	\$0
262	SM-050036	SamTrans - Replacement of the 1993 Gillig Fleet	San Mateo	SamTrans	\$69,150,960	\$5,520,517
263	SM-050045	Atherton Channel Trail and Bridge	San Mateo	Atherton	\$132,000	\$132,000
264	SM-070001	Redwood City - El Camino Real/Broadway Streetscape	San Mateo	Redwood City	\$1,265,000	\$0
265	SM-070023	Public Transportation Workshops	San Mateo	MTC	\$74,783	\$0



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
266	SM-070024	San Mateo County Transportation Assistance Prog	San Mateo	MTC	\$284,000	\$0
267	SM-070025	Fair Oaks Community Shuttle	San Mateo	MTC	\$611,488	\$0
268	SM-070034	Caltrain Systemwide Station Improvements	San Mateo	Caltrain	\$1,500,000	\$0
269	SM-070047	Caltrain Bridge Rehabilitation Program	San Mateo	Caltrain	\$1,031,645	\$0
270	SM-090044	Highway 1 Median Landscaping	San Mateo	Half Moon Bay	\$363,000	\$363,000
271	SM-090052	San Bruno: Various Resurfacing & Overlays	San Mateo	San Bruno	\$959,000	\$0
272	SM-110013	SSF - 2010 Various Street Resurfacing Project	San Mateo	SSF	\$1,715,000	\$1,715,000
273	SM-110015	Redwood City - 2010-2011 Street Overlay Program	San Mateo	Redwood City	\$1,883,000	\$1,883,000
274	SM-110018	San Bruno Various Streets Resurfacing	San Mateo	San Bruno	\$540,000	\$540,000
275	SM-110029	Pacifica FY 2010-2011 Pavement Rehab Program	San Mateo	Pacifica	\$1,006,000	\$1,006,000
276	SM-110046	Four Caltrain Bridges Seismic Retrofit	San Mateo	Caltrain	\$4,943,088	\$0
277	SOL010033	Vallejo Transit: 54 Catalyst Devices Acquisitions	Solano	Vallejo	\$1,868,000	\$0
278	SOL010035	Vacaville Transit: AVL/Annunciator Technology	Solano	Vacaville	\$1,209,000	\$0
279	SOL030001	Dixon Multimodal Transp. Center	Solano	Dixon	\$2,948,000	\$0
280	SOL030019	Vallejo Transit: Preventive Maintenance	Solano	Vallejo	\$11,028,850	\$0
281	SOL030021	Vallejo Transit: Ferry Fueling Facility	Solano	Vallejo	\$2,500,000	\$0
282	SOL030023	Vallejo Transit: Ferry Fixed Guideway Connectors	Solano	Vallejo	\$1,724,094	\$0
283	SOL050005	SR 12 Truck Climbing Lane	Solano	Caltrans	\$25,013,000	\$0
284	SOL050023	Vallejo Station - Pedestrian Links	Solano	Vallejo	\$2,340,000	\$0
285	SOL050038	Vallejo Transit: Replace 5 1983 40' RTS buses	Solano	Vallejo	\$2,365,895	\$0
286	SOL050039	Vallejo Transit: Replace 10 Paratransit Vans	Solano	Vallejo	\$1,170,296	\$445,278
287	SOL050040	Vallejo Transit: Replace Buses	Solano	Vallejo	\$11,596,886	\$921,200
288	SOL050047	Replacement - Rolling Stock Diesel Electric	Solano	Vallejo	\$1,278,821	\$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
289	SOL050050	Vallejo Transit: Bus Shelters	Solano	Vallejo	\$125,000	\$0
290	SOL050057	Jepson Parkway Gateway Enhancements	Solano	Vacaville	\$350,000	\$230,000
291	SOL070016	Fairfield Transportation Assistance	Solano	MTC	\$64,000	\$0
292	SOL070017	Solano County Kids Shuttle	Solano	MTC	\$150,000	\$0
293	SOL070019	Rio Vista - Signage Improvement Program	Solano	Rio Vista	\$126,000	\$115,000
294	SOL070025	Ferry Terminal Maintenance Dredging	Solano	Vallejo	\$900,000	\$0
295	SOL070040	Office Equipment	Solano	Vallejo	\$168,000	\$0
296	SOL070041	Service Vehicles	Solano	Vallejo	\$60,000	\$0
297	SOL070042	Fixed/Heavy Equipment	Solano	Vallejo	\$392,000	\$0
298	SOL070043	Maintenance/Operating Facilities	Solano	Vallejo	\$682,725	\$0
299	SOL070044	Revenue Vehicle Rehabilitation	Solano	Vallejo	\$410,000	\$0
300	SOL090002	Davis Street Widening	Solano	Vacaville	\$1,360,000	\$1,230,000
301	SOL090004	McGary Road Improvements	Solano	Fairfield	\$3,003,000	\$0
302	SOL090026	Vacaville: Replace 5 Medium-Duty CNG Buses	Solano	Vacaville	\$2,270,000	\$2,270,000
303	SOL090034	Bus Replacement/Expansion (Alternative Fuel)	Solano	Vallejo	\$625,000	\$0
304	SOL110010	Fairfield: Various Streets Overlay (2011 STP LSR)	Solano	Fairfield	\$1,598,000	\$1,598,000
305	SOL110011	Suisun City: Pintail Drive Resurfacing	Solano	Suisun City	\$494,000	\$494,000
306	SOL110013	Linear Park Alternate Route: Nightingale Drive	Solano	Fairfield	\$280,000	\$280,000
307	SOL110014	Vallejo: Various Streets Overlay (2011 STP LS&R)	Solano	Vallejo	\$2,552,000	\$2,552,000
308	SOL110015	Benicia: Various Streets OL and Patching (STP LSR)	Solano	Benicia	\$470,000	\$420,000
309	SOL110016	Vacaville: Various Streets Pvt Resurfacing/Rehab	Solano	Vacaville	\$1,616,000	\$1,616,000
310	SOL110017	Solano County: Overlay Various Streets	Solano	Solano County	\$1,918,000	\$1,918,000
311	SOL110018	Education and Encouragement School Route Maps	Solano	STA	\$283,000	\$283,000
312	SOL110022	SR12 - Rio Vista Bridge Study	Solano	Rio Vista	\$147,000	\$147,000



Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
313	SOL990040	Vallejo Transit: ADA Paratransit Operating Subsidy	Solano	Vallejo	\$8,930,093	\$786,029
314	SOL991055	Vallejo: Bus Maintenance Facility Rehab	Solano	Vallejo	\$2,024,601	\$0
315	SOL991066	Eastern Solano / SNCI Rideshare Program	Solano	STA	\$936,000	\$0
316	SON050011	Sonoma County - Various Streets Rehabilitation	Sonoma	Sonoma County	\$16,559,000	\$0
317	SON070001	Rohnert Park - City Center Plaza Pedestrian Imps	Sonoma	Rohnert Park	\$1,829,000	\$0
318	SON070011	Santa Rosa City Bus: Hybrid Electric Bus Purchase	Sonoma	Santa Rosa Bus	\$6,412,346	\$2,650,000
319	SON070021	Roseland Route 19 - New Bus Service	Sonoma	MTC	\$1,671,149	\$0
320	SON090010	Petaluma Transit Bus Replacement - (2) 30' Diesel	Sonoma	Petaluma	\$795,635	\$0
321	SON090011	Petaluma Transit Bus Replacement - (1) Cutaway Van	Sonoma	Petaluma	\$109,975	\$0
322	SON090015	Sebastopol: Various Streets Overlays	Sonoma	Sebastopol	\$798,023	\$0
323	SON090022	Rohnert Park: Various Streets Rehabilitation	Sonoma	Rohnert Park	\$1,371,551	\$0
324	SON090028	Sonoma County - FY 2010 Various Streets Rehab	Sonoma	Sonoma County	\$2,695,994	\$0
325	SON110011	Santa Rosa Citywide Pavement Overlays	Sonoma	Santa Rosa	\$2,753,000	\$2,633,000
326	SON990001	Son 101 HOV - SR 12 to Steele Lane	Sonoma	Caltrans	\$133,822,000	\$0
327	VAR030001	Elderly & Persons with Disability Program	Regional	Caltrans	\$18,497,597	\$0
328	VAR030002	GL: FTA Non-Urbanized Formula Program	Regional	Caltrans	\$25,297,403	\$7,060,081
329	VAR991003	GL: Safety Improvements - SHOPP Mandates	Regional	Caltrans	\$211,510,000	\$7,596,000
330	VAR991005	GL: Bridge Rehab and Reconstruction - SHOPP	Regional	Caltrans	\$1,741,003,000	\$69,860,000
331	VAR991007	GL: Bridge Rehab/Recon. - Highway Bridge Program	Regional	Caltrans	\$292,299,527	\$74,881,860
332	VAR991010	GL: Hazard Elimination and Safety Program - HES	Regional	Caltrans	\$41,905,000	\$0

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APPENDIX A – 37

2013 TIP Detail

Grouped Listings in the 2013 TIP



The full report of the

Grouped Listing

can be viewed as Appendix A-37 on MTC's website at

[http://www.mtc.ca.gov/funding/tip/2013/
Appendices.pdf](http://www.mtc.ca.gov/funding/tip/2013/Appendices.pdf)

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APPENDIX A – 38

2013 TIP Detail

**Projects Compliant with
Americans with Disabilities Act (ADA) Requirements**



Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Sl. No.	TIP ID	Sponsor	County	Key Stations / Systemwide	Project Name	Project Description
1	ALA050042	SJRC	Santa Clara	Systemwide	San Joaquin Rail Corridor: ADA Operating Set-aside	San Joaquin Rail Corridor: ADA Operating Set-aside
2	ALA990052	AC Transit	Alameda	Systemwide	AC Transit: Paratransit Van Leasing	AC Transit: Operating assistance to provide contracted paratransit services for the EB Consortium paratransit service.
3	ALA990076	AC Transit	Alameda	Systemwide	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.
4	ALA990077	LAVTA	Alameda	Systemwide	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy
5	BRT99T01B	BART	Regional	Systemwide	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement
6	CC-030035	ECCTA	Contra Costa	Systemwide	Tri-Delta: ADA Operating Assistance	Tri Delta: Operating assistance to fund ADA Set Aside requirement.
7	CC-110062	CCCTA	Contra Costa	Systemwide	CCCTA: Replace 4 LINK Vans	CCCTA: Replace 4 2004 cut-away vans
8	CC-110063	CCCTA	Contra Costa	Systemwide	CCCTA: Replace 4 Minivans	CCCTA: Replace 4 2004 mini-vans used for paratransit operations.
9	CC-990045	WCCTA	Contra Costa	Systemwide	WCCTA: ADA Paratransit Operating Subsidy	WCCTA: ADA Paratransit Operating Subsidy
10	CC-99T001	CCCTA	Contra Costa	Systemwide	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.
11	JPB991001	Caltrain	San Mateo	Diridon Station	Diridon Stn: Track/Signal/Term Rehab Upgrade	San Jose: Diridon Station; Rebuild tracks, platforms, terminal facilities and subways to improve operations for users, includes Caltrain, Amtrak, Capitol Corridor, ICE and UPRR.

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont.)

Sl. No.	TIP ID	Sponsor	County	Key Stations / Systemwide	Project Name	Project Description
12	MRN090033	GGBHTD	Marin	Systemwide	Golden Gate Transit: ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance
13	MRN090035	GGBHTD	Marin	Systemwide	GGBHTD: Replace 7 - 2005 Paratransit Vans	GGBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways. Vans to be replaced: unit nos. 60-66.
14	MRN110004	MCTD	Marin	Systemwide	Local Bus Stop Revitalization in Marin County	Marin County: Various Locations: Bring outdated local bus stops into compliance with current accessibility and passenger amenity standards
15	MRN110028	GGBHTD	Marin	Systemwide	GGBHTD - Replace 3 - 2005 Paratransit Vans	GGBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.
16	NAP030004	NCTPA	Napa	Systemwide	NCTPA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service
17	NAP090005	NCTPA	Napa	Systemwide	NCTPA: Replace Rolling Stock	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.
18	SCL050045	VTa	Santa Clara	Systemwide	VTa: ADA Bus Stop Improvements	VTa: Various Locations: Construct ADA bus stop improvements. Improvements include wheelchair access improvements and improved lighting and signage. [Transit Enhancement]
19	SCL050046	VTa	Santa Clara	Systemwide	VTa: ADA Operating Set Aside	VTa: ADA operating assistance set aside.
20	SF-090035	SFMTA	San Francisco	Systemwide	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco; preserve service and replace 60 paratransit vehicles.

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont.)

Sl. No.	TIP ID	Sponsor	County	Key Stations / Systemwide	Project Name	Project Description
21	SF-090040	BART	San Francisco	Balboa Park	Balboa Park Station Eastside Walkway Project	Enhance the Balboa Park Station providing major accessibility and safety improvements.
22	SF-990022	SFMTA	San Francisco	Systemwide	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.
23	SM-050040	Caltrain	San Mateo	Systemwide	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside
24	SM-090042	SamTrans	San Mateo	Systemwide	SamTrans: Replacement of 10 Paratransit Minivans	SamTrans: Purchase of 10 replacement minivans to replace 10 2007 Eldorado Amerivan minivans that have exceeded their useful life.
25	SM-990026	SamTrans	San Mateo	Systemwide	SAMTRANS: ADA Paratransit Operating Subsidy.	SamTrans: ADA Paratransit Operating Subsidy.
26	SOL110025	SolTrans	Solano	Systemwide	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy
27	SOL110027	F-S Transit	Solano	Systemwide	Transit Vehicle Replacement	City of Fairfield: Replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.
28	SON090029	Petaluma	Sonoma	Systemwide	Petaluma Paratransit: Replace 2 Vans	In Petaluma: Purchase (2) replacement paratransit vans for Petaluma Paratransit.
29	SON110032	Petaluma	Sonoma	Systemwide	Petaluma Transit - Communications Equipment	In Petaluma: At dispatch and/or on board fixed route and paratransit vehicles: deploy advanced communications systems

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2013 TIP Detail

Air Quality Exempt Codes



Air Quality Exempt Codes

Exempt Code	Description of Exempt Code
0	Non-Exempt Project
1.01	Railroad/highway crossing
1.02	Hazard Elimination Program
1.03	Safer non-Federal-aid system roads
1.04	Shoulder Improvements
1.05	Increasing Sight Distance
1.06	Safety Improvement Program
1.07	Traffic control devices and operating assistance other than signalization projects
1.08	Railroad/highway crossing warning devices
1.09	Guardrails, median barriers, crash cushions
1.10	Pavement resurfacing and/or rehabilitation
1.11	Pavement marking demonstration
1.12	Emergency Relief (23 U.S.C. 125)
1.13	Fencing
1.14	Skid treatments
1.15	Safety roadside rest areas
1.16	Adding medians
1.17	Truck climbing lanes outside the urbanized area
1.18	Lighting improvements
1.19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20	Emergency truck pullovers
2.01	Operating assistance to transit agencies
2.02	Purchase of support vehicles
2.03	Rehabilitation of transit vehicles
2.04	Purchase of office, shop, and operating equipment for existing facilities
2.05	Purchase of operating equipment for vehicles (e.g. radios, Fareboxes, lifts, etc.)
2.06	Construction or renovation of power, signal, and communications systems
2.07	Construction of small passenger shelters and information kiosks
2.08	Reconstruction or renovation of transit buildings and structures
2.09	Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way
2.10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2.11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
3.01	Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02	Bicycle and pedestrian facilities
4.01	Specific activities which do not involve or lead directly to construction
4.02	Grants for training and research
4.03	Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Air Quality Exempt Codes (cont.)

Exempt Code	Description of Exempt Code
4.04	Federal Aid systems revisions
4.05	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06	Noise attenuation
4.07	Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
4.08	Acquisition of scenic easements
4.09	Plantings, landscaping, etc.
4.10	Sign removal
4.11	Directional and informational signs
4.12	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)
4.13	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
5.01	Intersection Channelization projects
5.02	Intersection signalization projects and individual intersections
5.03	Changes in vertical and horizontal alignment
5.04	Interchange reconfiguration projects
5.05	Truck size and weight inspection stations
5.06	Bus terminals and transfer points
5.07	Traffic signal synchronization projects
90.00	TCM2 Related (Non-exempt project)

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2013 TIP Detail

TIP Revision Process and Procedures



Metropolitan Transportation Commission 2013 Transportation Improvement Program (TIP) Revision Process and Procedures

The following is an excerpt from the Public Participation Plan (MTC Resolution No. 3821—see Appendix A-4). The Public Participation Plan was updated on December 15, 2010 following approval of the 2011 TIP to address changes in the MTC advisory committee structure, Title VI requirements, and technical changes in other areas. Furthermore, on June 3, 2011, FHWA and FTA issued changes to the FSTIP/TIP Administrative Modifications and Amendment Procedures. The TIP Revision Process and Procedures have been updated to incorporate provisions in the updated Public Participation Plan and the updated FSTIP/TIP Administrative Modifications and Amendment Procedures. These procedures are attached and posted on the internet at: <http://www.mtc.ca.gov/funding/tip/>

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's website at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at: www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approval.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative below and table that follows.



- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be

subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Updating and Revising the Transportation Improvement Program (TIP)

TIP Update	
❶	Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC's database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.
❷	Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.
❸	Release Draft TIP for 30-day public review and comment period ▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area ▪ Posted on MTC website for public review and comment Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.
❹	Respond to significant comments; MTC's response compiled into an appendix in the final TIP.
❺	Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.
❻	Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).
❼	Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.

TIP Amendment
❶ Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.
❷ Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review
❸ • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC's website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
❹ Approval by Caltrans Approval by FHWA/FTA Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Administrative Modification
❶ No public review.
❷ Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans
❸ After approval, notify Bay Area Partnership technical committees or working groups.
❹ After approval: • post in MTC Library • post on MTC website • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Technical Correction	
❶	No public review.
❷	Technical corrections by staff.
❸	No approval required.

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC's Fund Management System (FMS), MTC's web based programming application tool. The project sponsor identifies the project that needs to be amended, makes the necessary changes and submits the proposal to MTC for review. Likewise, to propose a new project, the project sponsor creates a new project and submits the project proposal to MTC using FMS.

MTC staff reviews the submitted application or amendment proposal for compliance with federal regulations, statute, and regional policies, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before forwarding the submitted application or amendment for approval.

If the proposal is found not to conform to the guidelines (revision process guidelines; fund specific guidelines; Air Quality and conformity regulations), it is sent back to the project sponsor. Generally, changes that require a new Air Quality conformity analysis, as determined through the Interagency Consultation process, are held until the next TIP update. (See page 34 of the Public Participation Plan in Appendix A-4.)

Revision Approval Authority

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the project sponsor to ensure the funds can be used within the deadlines established by regional, state and federal requirements and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the project sponsor to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner.

Contact

For questions on the TIP revision process contact either:

Srikalyani Srinivasan

(510) 817-5793

ssrinivasan@mtc.ca.gov.

or

Adam Crenshaw

(510) 817-5794

acrenshaw@mtc.ca.gov

A copy of this document is available on the Internet at: <http://www.mtc.ca.gov/funding/tip/>

Attachment: FSTIP/FTIP Amendment and Administrative Modification Procedures



U.S. Department
of Transportation

**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

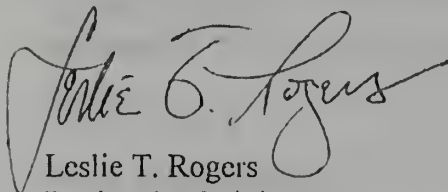
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhamed Aljabiry and his staff.

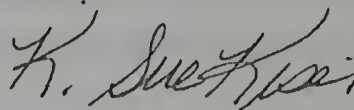


If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change in Cost	% Change < or = 40%	Total Sum Increased Is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Arcas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

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APPENDIX A – 41

2013 TIP Detail

Congestion Management Process Update



2010 Congestion Management Process Update

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

August 18, 2010

I) Background

SAFETEA-LU Requirements for a CMP

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS)). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

The Partnership Approach

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focused on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

County Congestion Management Programs

The Bay Area workplan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

County congestion management plans developed under California law comprise some of the main building blocks for the region's federally required CMP and establish specific requirements for the content and development process for county Congestion Management process, for the relationship between the metropolitan planning process, for county monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation planning agency.

State statutes also specify particular responsibilities involving county Congestion Management Programs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the county Congestion Management Program with the RTP, evaluation of the consistency and compatibility of in the Bay Area, and inclusion of the county Congestion Management Program projects in the Regional Transportation Improvement Program (RTIP).

In 1996, the California legislature allowed counties to opt out of the state CMP requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). All but two (Sonoma and Napa counties) Bay Area counties have chosen to continue to prepare state congestion management plans under California law.

The other main building blocks of the federally required CMP support the county congestion management plans and fill gaps for the two counties, Sonoma and Napa. These planning efforts include: (1) freeway congestion monitoring conducted annually by MTC and Caltrans on all congested freeways; (2) development of countywide transportation plans in all nine counties, which include performance measures, needs assessments, and identification and evaluation of potential improvements; and (3) other regional planning initiatives including the Freeway Performance Initiative corridor studies and Corridor System Management Plans, which document congestion, include performance measures, identify and evaluate potential improvements.

Under Federal law, a Transportation Management Area (TMA) that is a non-attainment area for ozone may program funds to projects that significantly increase capacity for single-occupancy vehicles only if those improvements are identified in a CMP. Historically, the Bay Area's long-range regional transportation plans (RTPs) and hence the region's transportation improvement programs (TIPs) have included very few projects that significantly increase capacity for single-occupancy vehicles. Of \$218 billion in the current plan, *Transportation 203*, 81% is for maintenance and operations, 14% for transit expansion, and 3% for roadway expansion. MTC takes care to track how projects in the RTP and TIP have emerged through the planning process. Projects listed in the RTP are required to provide project level details including purpose, scope, goals, and the planning processes in which they were identified and evaluated, including county congestion management plans and/or corridor studies. Once in the RTP, projects are further evaluated through the scenario evaluation and cost/benefit analysis for project performance against quantitative evaluation criteria based on performance objectives as well as a qualitative policy assessment criteria based on RTP goals.

Focus Tasks

The CMP also identifies focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A. Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2010.

Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in an ozone, carbon monoxide, or PM_{2.5} non-attainment area unless the project is based on an approved CMP.

The Bay Area pollutant designations are as follows:

- **Ozone:** In June 2004, EPA designated the Bay Area as nonattainment for the national 8-hour ozone standard set in 1997. In March 2008, EPA lowered the ozone standard to 0.75 parts per million. In March 2009, the California Air Resources Board recommended to EPA that the Bay Area be designated as nonattainment for this revised 2008 ozone standard. However, EPA has not taken action on this designation because EPA is in the process of reconsidering the 2008 ozone standard and intends to complete this reconsideration by August 31, 2010. EPA expects to set area designations to the revised 2010 8-hour ozone standard in March 2011.
- **Carbon Monoxide:** In April 1998, EPA designated the Bay Area as a maintenance area for the national 8-hour carbon monoxide standard.
- **PM_{2.5}:** In December 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard.

Regardless of the region's attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

Periodic Update

In order to learn from our experience and apply lessons learned, MTC prepares an update is prepared periodically, approximately every two years, to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 1 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 2 identifies focus tasks for 2010.

Section 1 1994-95 Focus Tasks

<u>Focus Task (1994-95)</u>	<u>Accomplishments</u>
1) <u>Develop MIS implementation procedures</u>	"Regional criteria for screening pipeline projects for MIS requirements." (Dec. 1994) "Regional MIS Process and Procedures." (May 1996)
2) <u>Performance Measures:</u> Explore user oriented performance indicators for evaluating projects and investment alternatives	David Jones study of regional performance Indicators. (June 1995) Summary of Bay Area Performance Measures. (Nov. 1995) Ongoing
3) <u>Improve coordination of data documentation, integration, and travel demand models</u>	"Data Integration Project Catalog." (Mar. 1996) "Data Integration Project Issues." (Aug. 1996) "Regional Model Coordination Study." (Dec. 1995) Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: http://tech.groups.yahoo.com/group/batmuc/ (2005 to Present)
4) <u>Metropolitan Transportation System (MTS) Management Strategy:</u> Develop a Partnership approach toward corridor and operational strategies	Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995) Specific efforts addressed in later focus tasks.
5) <u>Traveler Information:</u> Improve transportation information services to users	Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks. Began with TRANSTAR data bases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002) Take Transit Trip Planner will include all Bay Area operators by summer 2003. Continued in later years
6) <u>Evaluate the effectiveness of the Freeway Service Patrol</u>	Final report issued (summer 1995)

Section 1 1996-97 Focus Tasks

<u>Focus Task (1996-97)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures:</u> Identify customer-oriented performance measures and appropriate uses for them at the regional level.	Developed performance measures. (Spring 1997) Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997) Continued in later years.
2) <u>Regional Arterial Program:</u> Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional & new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements.	Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 3,400 signals in the Bay Area under RSTP (2004-2009). Funded over 235 projects under TETAP (1993-2007). Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006). Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded. (2003) RTSOP rolled into TETAP (1998). Identified 14 arterial management strategies. (fall 1997) Developed prototype Arterial Inventory Database to track inventory of signal equipment. (spring 2000 – summer 2002) Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (fall 1999) Launched Program for Arterial System Synchronization (PASS) with a regional emphasis replacing the RSTP (2010). PASS 2010/11 cycle with 13 projects with over 350 signals selected for signal coordination including services like Incident Management flush plans, Traffic Responsive timing plans and Transit Signal Priority.
3) <u>Carquinez Bridge Reconstruction/Operations:</u> Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor.	Final Environmental Impact Statement issued. (Jan. 1998) Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003.

Focus Task (1996-97)

Accomplishments

- 4) Electronic Toll Collection (ETC): Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.

ETC operational on all lanes on Carquinez Bridge. (1998)
HOV bypass included to preserve travel time advantage over SOV. (Aug. 1997)
ETC operational in at least one lane of every toll bridge. (Dec. 2000)
Installation completed in all toll lanes. (Oct. 2001)
Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC marketshare increased from 20% in 2001 to 42% in 2006.
7 more ETC only lanes added in 2007 and plaza lane configuration and signing modified to improve traffic flow to the ETC lanes.
Opened first high-speed ETC Open Road Tolling (ORT) lanes at new Benicia-Martinez Bridge (Aug. 2007)
Replaced mini-toll plaza at Bay Bridge with an ORT lane to improve traffic operations for ETC vehicles (Sept. 2009)
Upgraded violation enforcement system to increase the quality and quantity of readable license plate images on violations (Oct. 2009)
1 more ETC only lane added in 2010 at the Richmond-San Rafael Bridge in improve traffic operations in ETC lanes.

- 5) HOV Plan and Support Programs: Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.

HOV Master Plan Update adopted (Nov. 1997)
I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999)
350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997.
2003 HOV Master Plan Update complete in 2003.
MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.

Focus Task (1996-97)

Accomplishments

- 6) Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program): Coordinate TDM/ridesharing activities and focus on the most effective programs.

MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96)
Entered into a 6-year contract for Regional Rideshare Program Services (FY 05/06-10/11) and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000)
Launched new online ridematching, trip tracker and incentives system (May, 2009)
Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which provides ongoing strategic direction for the program. (Early 2003 - present)
Delegated employer transportation services to county agencies that are willing and able to provide these services in their respective jurisdictions. (July, 2005 - present)
Committed \$16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional \$2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11

- 7) Emergency Response Program: Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.

Developed the Trans Response Plan (Fall 1997) that defines the roles, responsibilities and procedures for implementing a comprehensive transportation response.
Assisted Caltrans and transit operators in developing agency Emergency Operating Plans (1998).
Developed the Regional Transportation Emergency Management Plan (Spring 2008).
Led the development of the Regional Transportation Public Information Interagency Joint Information System-Center Procedures (Winter 2008).
Updated the San Francisco Bay Area Transit Operators Mutual Aid Agreement (Winter 2008).
Continued to conduct annual regionwide emergency preparedness exercises with Caltrans, transit operators, and county operational areas in response to a natural or man-made terrorist event (2010).

Section 1 1998 Focus Tasks

<u>Focus Task (1998)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures:</u> explore methods for collecting travel time data	Conducted study of data collection methods. (March 1999) Continued in later focus tasks.
2) <u>Support I-80 corridor operational analysis in relation to the opening of the HOV/express bus lane (MTS Management Strategy¹)</u>	Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998) Ongoing work on the I-80 Integrated Corridor Management Project in conjunction with Caltrans and the Alameda County CMA (2010)
3) <u>Support Alameda County I-880 corridor operational analysis (MTS Management Strategy¹)</u>	Analysis completed. (1999) Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999. Refer to 2005 Focus Tasks
4) <u>Support San Mateo 101 corridor operational analysis (MTS Management Strategy¹)</u>	Analysis completed. (March 1999) Additional analysis completed under the Freeway Performance Initiative Corridor Studies. Refer to 2007 Focus Tasks.
5) <u>Facilitate corridor management teams (MTS Management Strategy¹)</u>	Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998)
6) <u>Evaluate effectiveness of operational investments (MTS Management Strategy¹)</u>	Before-and-after study completed for El Camino signal interconnect. (July 1998) Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998) Continued in later focus tasks.
7) <u>I-680 (Sunol Grade) Phase 2 MIS</u>	Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032.

¹ See 1994-95 Focus Tasks.

Focus Task (1998)	Accomplishments
8) <u>Field integration work on traffic operations system (TOS) loop detector monitoring stations</u>	TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999) Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000. Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004. Deployment of detectors to increase PeMS coverage

Section 1 1999 Focus Tasks

<u>Focus Task (1999)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures</u>	Implementation on hold in 1999. See 2001-2002 focus tasks.
2) <u>Traveler Information</u> : design, operate and maintain TravInfo® system	See 511 Traveler information in 2001-02 focus tasks.
3) <u>Develop Regional ITS Architecture</u> : The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments	See 2001-2002 focus tasks.
4) <u>Conduct Route 24/Caldecott Tunnel Corridor Study</u> : Major investment study exploring alternatives to increase capacity for the reverse peak commute	Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2009) Hwy 24 Freeway Corridor Study (2011)
5) <u>Facilitate corridor management teams</u> (MTS Management Strategy ²)	Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance. Refer to Freeway Performance Initiative in 2007 Focus Tasks.
6) <u>Support development of Concept of Operations Reports for arterial signal projects</u> (MTS Management Strategy ²)	Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007). Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999)

² See 1994-95 Focus Tasks.

7) Evaluate effectiveness of operational investments
(MTS Management Strategy²)

Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004 - 2009) – see also 1996-1997, item 2, Regional Arterial Program.

Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006).

Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004)

Silicon Valley SMART corridor Evaluation performed by FHWA. (2000)

El Camino Interconnect final 'after study' schedule. (Spring 2001)

Completed before and after evaluations of SM 101 ramp metering

Section 1 2001-2002 Focus Tasks

<u>Focus Task (2001-2002)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures: Develop performance monitoring program and use performance measurement in the RTP</u>	Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 Focus Tasks.
2) <u>Develop Regional ITS Architecture and Strategic Deployment/Integration Plan</u>	Completed the Phase 1 "State of ITS in the Bay Area" (April 2003). Completed Phase 2 "Bay Area Regional ITS Architecture & Strategic Plan" (October 2004). Completed first update of Bay Area ITS Regional Architecture (December 2007).
3) <u>Address near term staffing needs for the TOS/TMC (MTS Management Strategy³)</u>	Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis.
4) <u>Freeway Management Concept of Operations (MTS Management Strategy³)</u>	MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others.
5) <u>Regional Express Bus Program</u>	\$40 Million allocated by CTC (completed in 2007). All vehicles are in service. Performance is monitored through the Regional Measure 2 process (ongoing).
6) <u>San Francisco Bay Crossings Study</u>	Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge (2003). Several near-term recommendations were funded in Regional Measure 2.
	See 2003 focus tasks.

³ See 1994-95 Focus Tasks.

Focus Task (2001-2002)

Accomplishments

7) 511 Traveler Information

Launched 511 traveler information telephone system. (Fall 2002)

Launched companion 511.org website. (Fall 2002)

511 Driving Times feature in operation March 2004.

Coverage expanded in July 2004, with plans for further expansion in 2005 and 2006.

See 2005 Focus Tasks.

Section 1 2003 Focus Tasks

<u>Focus Task (2003)</u>	<u>Accomplishments</u>
1) <u>System Management and Operations Blueprint</u> (Builds on efforts featured as past focus tasks related to MTS Management Strategy ⁴)	"Regional Operations Strategy" (ROS), which provides a comprehensive summary of the region's current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies was adopted with <u>Transportation 2030 Plan</u> .
2) <u>Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs)</u> (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998)	Caltrans developed 4-panel maps sets for 24 corridors and "Ideal Sequencing Schematics" for 5 corridors, which were shared with MTC and CMAs. (2003) Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004) In conjunction with this effort, Caltrans has participated in ABAG's Smart Growth Working Group and Corridor Planning Program, the East 14th Street/International Boulevard corridor team, and numerous regional studies. In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning. See 2005 and 2007 Focus Tasks (Freeway Performance Initiative 2010) (CSMP).
3) <u>San Mateo Bridge Reversible Lanes Feasibility Study</u>	Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003)

⁴ See 1994-95 Focus Tasks.

Focus Task (2003)

Accomplishments

4) Regional Goods Movement Study

Phase I included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003)

Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues.

A study to evaluate the impact of land use decisions on goods movement is underway. This was one of the recommendations of the Regional Goods Movement Study.

See 2007 Focus Tasks.

5) Air Quality Management Initiatives

Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems. In 2007, the program was further modified to offer free transit all day on Bay Area buses and light-rail but on BART, Caltrain, the ACE trains and the Golden Gate, Vallejo and Alameda ferries, transit was free until 1:00 p.m. In 2008, 30 Bay Area transit operators offered one free transit day on Thursday, June 19. The free transit program is no longer implemented.

Transit station cars: Program on-hold due to uncertain status of state funding (2010)

Focus Task (2003)

Accomplishments

6) System Performance Monitoring - State of the System Report

MTC and Caltrans released the first State of the System report in 2002.

Since then, reports have been released annually through 2009.

Starting in 2008, the report is becoming more web-oriented. MTC Staff have begun uploading current data as it becomes available. This up-to-date web resource is expected to replace the published report.

Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts).

This program was discontinued in 2005 due to the cost of compiling comprehensive data.

7) RTP Performance Measures

Commission adopted performance measures for Transportation 2030 project evaluation (June 2003). Staff evaluated more than 400 projects prior to adoption of the Transportation 2030 Plan.

MTC staff conducted a scenario performance assessment and project-level assessment during development of the Transportation 2035 Plan. The Plan includes specific, quantitative performance objectives for each Goal. Key findings are that pricing, land use, technology and cultural shifts will be required to meet the aggressive performance objectives. A benefit-cost assessment was performed for approximately 60 of the largest projects. All projects were evaluated qualitatively. The results were used to help define investment priorities. Staff will conduct a similar evaluation for the Regional Transportation Plan/Sustainable Communities Strategy to be adopted in 2013.

8) I-80/I-680/I-780 Major Investment and Corridor Study

Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation.

Study completed in July 2004.

Section 1 2005 Focus Tasks

<u>Focus Task (2005)</u>	<u>Accomplishments</u>
1. I-880 Corridor System Management Study	Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan Finalize Corridor Management Plan Demonstration in June 2010
2. Interim Center-to-Center Program	The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Contractor about to begin the system acceptance phase, scheduled to be completed late 2010.
3. I-580 FAIR Lanes Study	Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005).
4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study	The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority (VTA) continues with project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006). VTA has an expected open date of 2013 for the SR-85 HOT lane if capital funding can be identified.

Focus Task (2005)

Accomplishments

5. Transit Oriented Development Study

The Study assesses the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies in support of Bay Area TODs, specifically, policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are available on line at http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf

The original report was updated in 2007 with no changes made to the policy. The policy is next expected to be updated in 2011.

In 2009/10 staff completed a study of housing choice and the implications for TOD, *Choosing Where We Live*

http://www.mtc.ca.gov/planning/smart_growth/tod/5-10/Briefing_Book-Choosing_Where_We_Live.pdf

6. Bay Area Regional Rail Plan

MTC, BART, Caltrain, and California High-Speed Rail Authority are the study partners. The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study was adopted by MTC in September 2007.

Analysis and preliminary implementation plan for leveraging system assets

7. 511 Traveler Information System Enhancements

Install 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users.

Enhance 511 phone and web dissemination systems in response to user feedback (ongoing).

Implement and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes (2008).

8. 580/680/84 Triangle Analysis Study

Analysis narrowed down to two alternatives with phasing and implementation plan (2007).

Planning level traffic analysis

Benefit cost analysis to prioritize recommended improvements

Phasing and implementation strategy for the I-580, I-680 and Rte 84

Focus Task (2005)**Accomplishments**

9. Peninsula Gateway 2020 Study

Public outreach strategy
Operational Analysis
Conceptual Definition of Alternatives
Refer to 2007 Focus Tasks.

Section 1 2007 Focus Tasks

<u>Focus Task (2007)</u>	<u>Accomplishments</u>
1. Peninsula Gateway 2020 Study	Public outreach strategy Operational Analysis Conceptual Definition of Alternatives Further analysis of selected project alternatives conducted through the Willow/University Traffic Study (2010)
2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study	MTC, in cooperation with partner agencies, has completed a series of feasibility and implementation studies including: capital cost estimate, O&M cost estimate, draft phasing concept, Concept of Operations. The Commission approved inclusion of the Regional Express Lanes Network in the Transportation 2035 Plan and MTC and BATA sponsored authorization legislation in 2009. This legislation has not been enacted. MTC, Caltrans, CHP and the county CMAs meet regularly to discuss issues related to planning and operation of the first HOT lanes (authorized under AB 2032). This forum may serve as a model for future coordination for the larger network (2010).
3. Regional Goods Movement	MTC, in cooperation with partner agencies including the Ports of Oakland, Sacramento and Stockton, and MPOs and CMAs from the Bay Area and Central Valley developed a Northern California Trade Corridors Improvement Fund program of projects to the CTC for funding. The Northern California coalition was able to secure \$825 million towards key goods movement projects in Northern California. The projects are now being developed and implemented by project sponsors (2004). Completed study that analyzed the impacts projected land use changes might have on the goods movement system, focused primarily on truck traffic along major corridors (completed 2007 with 2009 update).
4. Open Road Tolling	Removed 8 of 17 cash toll booths at the Benicia-Martinez toll bridge and replaced with 3 free flow toll lanes, plus shoulders, and installed Open Road Toll system equipment in these lanes (2007).

Focus Task (2007)

Accomplishments

5. I-80 Interregional Smart Growth Study

Final report prepared demonstrating various development scenarios for Interstate 80 communities in cooperation with the Sacramento Area Council of Governments (SACOG) (2007)

http://www.mtc.ca.gov/planning/smart_growth/I-80_corridor.htm

6. VII Test Bed

Operated the California VII Test Bed with partner Caltrans and the following stakeholders: Automotive Research Laboratories, UC Berkeley PATH Program and the Collision Avoidance Metrics Partnership (CAMP). (2007 – 2008)

Deployed 12 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties and developed VII applications that showcased the value of VII including: Traveler Information, In-vehicle signage, Curve Overspeed Warning and Intersection Signal Violation Warning (Cooperative Intersection Collision Avoidance Systems). (2007 - 2008)

Completed National VII Proof of Concept testing for urban canyon, hilly terrain, and tolling. (2008)

Integrated California VII Test Bed with the National VII network. (2008)

7. Freeway Performance Initiative Corridor Studies

Completed first set of corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area.

Identified existing and future congestion problems with their causes for each corridor, and developed and prioritized appropriate congestion mitigation strategies to address those problems.

8. Real Time Transit Information

Established a regional real-time transit data clearinghouse to collect real-time information in a standard regional format from participating transit agencies (2008)

Disseminate real-time transit information for three Bay Area transit agencies to the public via the region's 511 phone system, 511.org, a personalized 511 service at my511.org, SMS texting, on regional signs at the Embarcadero BART/MUNI station, and via a public data feed. We will continue to expand the system as new agencies share their data with MTC (2008 Muni, 2009 BART and 2010 WestCAT)

Focus Task (2007)

9. SFCTA Mobility, Access and Pricing Study**Accomplishments**

Identified technically feasible congestion pricing scenarios for San Francisco.

Made a recommendation to pursue a pilot program within the next three years which would provide a proof-of-concept of system technologies and institutional capacities and opportunity to measure and monitor benefits and impacts in a real-world setting.

Will launch a final round of outreach summer 2010 to share findings and gather feedback on the idea of a demonstration program.

Should there be public and Board support, the next step would include system engineering and design for a pilot demonstration; legislative action to establish pricing authority and institutional arrangements; and environmental clearance (2010).

Section 2 2010 Focus Tasks

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
1. Regional Transportation Plan/Sustainable Communities Strategy (2013 Adoption)	MTC, ABAG, and Joint Policy Committee	- Prepare the Regional Transportation Plan, which includes the Sustainable Communities Strategies (as mandated by Senate Bill 375) to tie transportation and land use planning as a way to reduce Greenhouse gases - Identify key transportation, housing and land use policy considerations as part of the RTP/SCS - Identify transportation investments that will address regional transportation network needs and supports development patterns in the SCS	- Identification of performance targets, including: - Greenhouse Emission Reduction Target (as defined by the California Air Resources Board) - Housing Target - Economic/Environment/Equity Performance Targets - Identification of Draft Scenarios for Evaluation
2. Freeway Performance Initiative Studies	Caltrans, CMAs and MTC	- Complete corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area. - Identify existing and future congestion problems with their causes for each corridor, and develop and prioritize appropriate congestion mitigation strategies to address those problems.	- Complete second set of corridor-level studies - Commence additional analysis of interchanges (SM 92/101 I/C & SCL 101/880 I/C) and HOV & Express Conversion (SM 101)

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
3. Corridor System Management Plan and Corridor Plans	Caltrans, CMAs and MTC	- The CSMP is a requirement by CTC for all corridors that receive CMIA funding to implement capital improvement projects, with the intent to ensure there is a plan in place to preserve the mobility gains of the CMIA-funded projects - Development of CP's and/or CSMP's for all 56 State Routes in the Bay Area - Develop a regional network of express lanes by converting existing HOV lanes to express lanes and closing gaps and extending the system. - The Express Lane Network is included in the Transportation 2035 Plan as core strategy to improve mobility and reduce delay and motor vehicle emissions.	- Nine CSMPs for the Bay Area being developed and submitted to the CTC in 2010 - Completion of CP's for States Routes 29, 37, 84, 152, 238, 505, and 780 - Develop consensus on a strategy to seek authority to implement the Regional Express Lane Network under current law - Execute a cooperative agreement between MTC and Caltrans for development of a project initiation document for the Regional Network - Initiate work on a program delivery strategy that will explore innovative delivery and finance approaches - Selection of contractor - Project Management Plan - Demonstration Test Plan
4. Regional Express Lanes Network	Caltrans, CHP, CMAs and MTC		
5. Urban Partnership Program (UPP) IntelliDrive Technologies for HOT Lane Operations	MTC Operations Committee	Design/build/operate a testbed on the I-680 HOT lane corridor in order to demonstrate the technical feasibility of using IntelliDriveSM technologies for the primary use case of toll collection, and if feasible, for the use case of traveler information.	
6. Automated Freeway Congestion Data	MTC, Caltrans	Transition from vehicle probe runs to an automated data collection system utilizing the PeMS system.	- Report congestion for the Bay Area using automated data - Reduce the amount of vehicle probe runs

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
7. Tolling and Pricing Evaluation	BATA Oversight Committee	- Assess the success of a congestion pricing strategy on the Bay Bridge by charging a higher toll during the weekday peak commute periods and a lower toll during non-peak periods. - Assess the impacts of a new carpool toll on carpool usage, occupancy, and violations on all Bay Area state-owned bridges - Assess impacts of changes in travel on energy use and CO2 emissions, accounting for changes in vehicle miles traveled (VMT), mode share, vehicle occupancy, vehicle type and fuel used.	- Data collection of "before implementation" conditions, including toll plaza volumes, travel time, vehicle occupancy, casual carpool volumes, transbay transit ridership, etc. - Working paper on traffic impacts and toll plaza operations.
8. Transit Sustainability Project	Commission Select Committee on Transit Sustainability; Project Steering Committee	To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728).	- Initial findings from financial analysis. - Regional service analysis will be underway in 2010, with some preliminary findings in 2010.

Appendix A: Framework for Bay Area CMP Activities

Partner Plans & Programs	Unifying Approach	Regional Transportation Plan (RTP) and the EIR	Transportation System Monitoring Program	Short Range Transit Plan (S RTP)	SIP/ Bay Area Clean Air Plan	Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAS-	Corridor Studies/ Major Investment Studies	Regional Airport System Plan	San Francisco Bay Area Seaport Plan
CMP Components		- MTC -	- Partnership -	- Transit Operators -	- MTC/ BAAQMD -		- Affected Partners -	- Bay Area Airports, MTC & ABAG -	- Bay Area Seaports MTC & BCDC -
System Definition	Regional transportation system (includes intermodal transfer points and non-motorized network)	Regional transportation system	Regional transportation system	Transit Systems	Air basin of regulation	CMP systems (State Highways and major arterials)	Freeway, highway, and transit facilities and services in the corridor	All public use general aviation, air carrier and military aviation in the region	Public use and military seaports
Performance Measures	Continue to explore and evaluate alternative performance measures through the Partnership	System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions Project level analysis (Transportation 2030): measures to be determined	Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format	Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information	Bay Area Air Quality Plan Standards: based on Federal Acts including VMT, AVR, & emissions budgets	LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects. Performance measures in Countywide Plans	Developed based on regional and local transportation policies and needs	Peak hour, demand supply ratio, ground access	Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes)
Data Collection & System Monitoring	Use of all sources as available and as documented by the Data Integration Project	Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data, RIDES Commuter Profile, and MTC Bay Area Travel Survey	Use existing data collected by Caltrans, CHP, CMAS, transit operators, and MTC. Supplemental data collection to fill gaps.	National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits	Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status	CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional)	Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable	MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report	Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration
Identification of Proposed Strategies	Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy	RTP goals and policies, local general planning processes, CMP CIPs, SRTPs	Occurs through other planning activities	RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program	Clean Air Plan	CIPs of each CMP and the Countywide Plans	Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements	Airport System Plan, Capital Improvement Program	Seaport Plan, Port Priority Use Areas and Marine Terminals Designation
Evaluation of Proposed Strategies	RTP financial element, EIRs for RTP, CMPS, Public Review Processes	RTP EIR, Partnership and public review processes; Transportation 2030 project-evaluation	Occurs through other planning activities	RTP EIR, Partnership and Public Review Processes Planning assessments of	RTP EIR, RTP conformity analysis, Clean Air Plan EIR	Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR	Cooperative evaluation of proposed strategies Individual project development & review	Airport Systems Plan Alternatives Evaluation	Military Base Evaluation process.

Partner Plans & Programs	Unifying Approach	Regional Transportation Plan (RTP) and the EIR	Transportation System Monitoring Program	Short Range Transit Plan (SRTP)	SIP/ Bay Area Clean Air Plan	Congestion Management Programs (CMP's) and Countywide Transportation Plans - CMAS-	Corridor Studies/ Major Investment Studies	Regional Airport System Plan	San Francisco Bay Area Seaport Plan
CMP Components		- MTC -	- Partnership -	- Transit Operators -	- MTC/ BAAQMD -	process Multimodal fund priority setting process, project dvpt. & review	MIS guidelines	- Bay Area Airports, MTC & ABAG -	- Bay Area Seaports MTC & BCDC -
Implementation of Proposed Strategies	RTIP/TIP Tip Monitoring Program	dvpt. & review	Occurs through other planning activities	transit operators, multimodal fund programming process, project dvpt. & review, performance audits Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program	RTIP/TIP Transportation Control Measures	RTIP/RTIP/TIP County sales tax programs	RTP/RTIP/TIP TIP Monitoring Program	Funding is through the FAA. ABAG monitors implementation through the Regional Cleaninghouse	Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents
Evaluation of the Effectiveness of Implemented Strategies	Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed	RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing	Effectiveness of some improvements will be evident in future State of the System Reports	RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits	RTIP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects	Countywide and CMP modeling assesses impact of strategies on performance measures	RTP EIR - travel time and volume measures, transit use, hwy. delay, measures, transit	RASP environmental study - includes aviation and ground access measures	SFBA Seaport Plan Environmental Assessment
Sustainable Communities Strategy	Analysis of how the pattern of development and transportation can reduce Greenhouse Gases	Regional Transportation Plan	Occurs through other planning activities	RTP goals and policies, TLC program					

APPENDIX A – 42

2013 TIP Detail

System Maintenance



Back-Up Information for System Maintenance - Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues

(Inflated 1,000s)

Note: Revenues are net of revenues needed for operations.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Alameda	\$ 401,550	\$ 131,951	\$ 533,501	\$ 342,853	\$ 77,807	\$ 112,841
Alameda	\$ 143,609	\$ 208,120	\$ 351,729	\$ 79,780	\$ 77,568	\$ 194,381
Albany	\$ 33,223	\$ 46,976	\$ 80,199	\$ 37,899	\$ 1,881	\$ 40,419
Berkeley	\$ 240,376	\$ 298,396	\$ 538,772	\$ 252,875	\$ 10,908	\$ 274,989
Dublin	\$ 80,298	\$ 134,740	\$ 215,039	\$ 52,058	\$ 72,531	\$ 90,450
Emeryville	\$ 18,409	\$ 28,225	\$ 46,635	\$ 46,635	\$ -	\$ -
Fremont	\$ 609,282	\$ 602,007	\$ 1,211,289	\$ 293,217	\$ 217,075	\$ 700,998
Hayward	\$ 273,343	\$ 422,549	\$ 695,892	\$ 311,932	\$ 89,195	\$ 294,765
Livermore	\$ 262,988	\$ 235,451	\$ 498,439	\$ 112,194	\$ 192,100	\$ 194,144
Newark	\$ 104,585	\$ 122,484	\$ 227,068	\$ 34,256	\$ 79,793	\$ 113,019
Oakland	\$ 939,983	\$ 1,188,587	\$ 2,128,570	\$ 254,974	\$ 353,994	\$ 1,519,601
Piedmont	\$ 27,547	\$ 31,082	\$ 58,629	\$ 42,207	\$ 4,059	\$ 12,363
Pleasanton	\$ 206,360	\$ 195,154	\$ 401,514	\$ 84,414	\$ 147,073	\$ 170,027
San Leandro	\$ 238,826	\$ 229,575	\$ 468,401	\$ 160,529	\$ 32,192	\$ 275,680
Union City	\$ 134,865	\$ 207,140	\$ 342,005	\$ 41,764	\$ 120,838	\$ 179,404
COUNTY TOTAL	\$ 3,715,245	\$ 4,082,437	\$ 7,797,682	\$ 2,147,587	\$ 1,477,014	\$ 4,173,081

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Contra Costa	\$ 501,667	\$ 184,797	\$ 686,463	\$ 262,042	\$ 261,428	\$ 162,993
Antioch	\$ 293,307	\$ 282,419	\$ 575,726	\$ 342,876	\$ 61,183	\$ 171,666
Brentwood	\$ 141,563	\$ 144,872	\$ 286,435	\$ 132,170	\$ 111,080	\$ 43,185
Clayton	\$ 41,138	\$ 30,254	\$ 71,392	\$ 20,701	\$ 24,409	\$ 26,282
Concord	\$ 356,026	\$ 347,370	\$ 703,395	\$ 523,356	\$ 15,437	\$ 164,603
Danville	\$ 128,291	\$ 120,259	\$ 248,550	\$ 109,900	\$ 54,716	\$ 83,934
El Cerrito	\$ 39,815	\$ 65,315	\$ 105,130	\$ 28,654	\$ 32,216	\$ 44,260
Hercules	\$ 47,102	\$ 68,150	\$ 115,252	\$ 27,244	\$ 69,203	\$ 18,805
Lafayette	\$ 71,711	\$ 67,181	\$ 138,892	\$ 39,989	\$ 43,261	\$ 55,642
Martinez	\$ 116,532	\$ 101,186	\$ 217,718	\$ 100,673	\$ 18,403	\$ 98,642
Moraga	\$ 78,156	\$ 45,074	\$ 123,230	\$ 23,606	\$ 23,233	\$ 76,391
Oakley	\$ 93,553	\$ 98,379	\$ 191,932	\$ 56,746	\$ 54,606	\$ 80,580
Orinda	\$ 85,272	\$ 49,308	\$ 134,580	\$ 70,953	\$ 0	\$ 63,627
Pinole	\$ 54,594	\$ 53,969	\$ 108,564	\$ 22,235	\$ 35,109	\$ 51,220
Pittsburg	\$ 185,106	\$ 179,301	\$ 364,408	\$ 199,257	\$ 18,610	\$ 146,542
Pleasant Hill	\$ 98,536	\$ 93,405	\$ 191,941	\$ 77,913	\$ 27,529	\$ 86,500
Richmond	\$ 306,526	\$ 291,526	\$ 598,052	\$ 375,227	\$ 24,720	\$ 198,105
San Pablo	\$ 34,311	\$ 88,678	\$ 122,989	\$ 52,568	\$ 23,905	\$ 46,517
San Ramon	\$ 159,508	\$ 179,006	\$ 338,514	\$ 338,514	\$ -	\$ -
Walnut Creek	\$ 278,631	\$ 183,764	\$ 462,395	\$ 110,172	\$ 179,888	\$ 172,336
COUNTY TOTAL	\$ 3,111,348	\$ 2,674,212	\$ 5,785,568	\$ 2,914,794	\$ 1,078,938	\$ 1,791,829

Back-Up Information for System Maintenance - Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)

Note: Revenues are net of revenues needed for operations.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Marin	\$ 291,920	\$ 117,194	\$ 409,113	\$ 318,430	\$ -	\$ 90,683
Belvedere	\$ 5,462	\$ 6,003	\$ 11,465	\$ 5,950	\$ 9,947	\$ -
Corte Madera	\$ 27,772	\$ 27,091	\$ 54,863	\$ 11,522	\$ 18,943	\$ 24,398
Fairfax	\$ 22,778	\$ 20,677	\$ 43,455	\$ 9,599	\$ 18,247	\$ 15,609
Larkspur	\$ 52,846	\$ 34,217	\$ 87,063	\$ 14,906	\$ 8,722	\$ 63,435
Mill Valley	\$ 61,485	\$ 39,036	\$ 100,521	\$ 17,779	\$ 14,815	\$ 23,928
Novato	\$ 164,662	\$ 147,259	\$ 311,921	\$ 112,265	\$ 87,565	\$ 112,091
Ross	\$ 10,711	\$ 6,684	\$ 17,396	\$ 8,337	\$ 4,572	\$ 4,486
San Anselmo	\$ 36,828	\$ 35,172	\$ 72,000	\$ 21,808	\$ 3,897	\$ 46,296
San Rafael	\$ 147,960	\$ 162,342	\$ 310,301	\$ 54,490	\$ 155,678	\$ 100,133
Sausalito	\$ 15,300	\$ 20,964	\$ 36,264	\$ 8,791	\$ 3,382	\$ 24,091
Tiburon	\$ 27,107	\$ 24,839	\$ 51,946	\$ 26,795	\$ 7,213	\$ 17,937
COUNTY TOTAL	\$ 864,832	\$ 641,477	\$ 1,506,309	\$ 654,672	\$ 332,981	\$ 523,087

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Napa	\$ 566,818	\$ 124,507	\$ 691,325	\$ 115,581	\$ 194,709	\$ 381,035
American Canyon	\$ 63,203	\$ 46,465	\$ 109,668	\$ 30,488	\$ 37,054	\$ 42,127
Calistoga	\$ 20,608	\$ 14,821	\$ 35,428	\$ 3,785	\$ 21,015	\$ 10,628
Napa	\$ 381,033	\$ 217,454	\$ 598,487	\$ 49,662	\$ 173,725	\$ 375,101
St Helena	\$ 46,006	\$ 16,587	\$ 62,593	\$ 2,181	\$ 31,129	\$ 29,283
Yountville	\$ 9,448	\$ 8,989	\$ 18,437	\$ 17,689	\$ -	\$ 748
COUNTY TOTAL	\$ 1,087,116	\$ 428,822	\$ 1,515,938	\$ 219,385	\$ 457,632	\$ 838,921

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
San Francisco	\$ 2,415,717	\$ 2,362,721	\$ 4,778,438	\$ 2,298,843	\$ 487,602	\$ 1,991,992

Back-Up Information for System Maintenance - Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)

Note: Revenues are net of revenues needed for operations.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of San Mateo	\$ 204,119	\$ 87,793	\$ 291,912	\$ 256,014	\$ 25,102	\$ 10,797
Atherton	\$ 32,226	\$ 20,848	\$ 53,074	\$ 53,074	\$ -	\$ -
Belmont	\$ 79,612	\$ 73,156	\$ 152,768	\$ 19,835	\$ 44,857	\$ 88,076
Brisbane	\$ 27,521	\$ 11,020	\$ 38,541	\$ 16,976	\$ 14,282	\$ 7,283
Burlingame	\$ 70,718	\$ 80,980	\$ 151,698	\$ 47,004	\$ 133,488	\$ -
Colma	\$ 17,614	\$ 4,518	\$ 22,132	\$ 19,676	\$ 7,730	\$ -
Daly City	\$ 124,793	\$ 299,124	\$ 423,917	\$ 71,269	\$ 102,874	\$ 249,774
East Palo Alto	\$ 74,539	\$ 92,522	\$ 167,062	\$ 55,897	\$ 15,030	\$ 96,134
Foster City	\$ 51,998	\$ 84,781	\$ 136,779	\$ 47,874	\$ 36,347	\$ 52,558
Half Moon Bay	\$ 36,074	\$ 36,902	\$ 72,976	\$ 15,910	\$ 7,986	\$ 49,081
Hillsborough	\$ 54,712	\$ 31,841	\$ 86,553	\$ 29,244	\$ 31,486	\$ 25,823
Menlo Park	\$ 90,329	\$ 88,827	\$ 179,156	\$ 179,156	\$ -	\$ -
Millbrae	\$ 69,361	\$ 60,629	\$ 129,990	\$ 15,726	\$ 36,346	\$ 77,918
Pacifica	\$ 122,892	\$ 111,585	\$ 234,476	\$ 52,265	\$ 37,529	\$ 144,682
Portola Valley	\$ 25,424	\$ 13,040	\$ 38,464	\$ 21,690	\$ 11,653	\$ 5,121
Redwood City	\$ 208,144	\$ 216,838	\$ 424,982	\$ 109,769	\$ 139,146	\$ 176,067
San Bruno	\$ 119,419	\$ 122,246	\$ 241,665	\$ 57,482	\$ 37,554	\$ 146,629
San Carlos	\$ 110,416	\$ 80,464	\$ 190,881	\$ 42,016	\$ 48,291	\$ 100,573
San Mateo	\$ 182,496	\$ 269,185	\$ 451,681	\$ 191,319	\$ 60,132	\$ 200,230
South San Francisco	\$ 173,483	\$ 181,799	\$ 355,281	\$ 108,672	\$ 70,169	\$ 176,440
Woodside	\$ 53,392	\$ 15,836	\$ 69,228	\$ 29,336	\$ 59,296	\$ -
COUNTY TOTAL	\$ 1,929,281	\$ 1,983,937	\$ 3,913,217	\$ 1,440,204	\$ 919,297	\$ 1,607,188

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Santa Clara	\$ 589,845	\$ 180,208	\$ 770,053	\$ 351,431	\$ 185,789	\$ 232,834
Campbell	\$ 108,343	\$ 112,769	\$ 221,112	\$ 64,944	\$ 68,210	\$ 87,959
Cupertino	\$ 177,170	\$ 155,743	\$ 332,913	\$ 115,960	\$ 82,665	\$ 134,288
Gilroy	\$ 156,362	\$ 143,588	\$ 299,951	\$ 45,537	\$ 105,557	\$ 148,857
Los Altos	\$ 81,463	\$ 79,658	\$ 161,121	\$ 115,505	\$ 25,198	\$ 20,418
Los Altos Hills	\$ 45,649	\$ 24,955	\$ 70,604	\$ 58,577	\$ 7,275	\$ 4,751
Los Gatos	\$ 117,212	\$ 85,010	\$ 202,222	\$ 87,619	\$ 32,350	\$ 82,253
Millpitas	\$ 202,092	\$ 197,475	\$ 399,567	\$ 79,213	\$ 91,475	\$ 228,878
Monte Sereno	\$ 11,807	\$ 10,118	\$ 21,925	\$ 3,786	\$ 32,137	\$ -
Morgan Hill	\$ 136,426	\$ 111,074	\$ 247,500	\$ 27,441	\$ 118,286	\$ 101,773
Mountain View	\$ 179,511	\$ 209,163	\$ 388,674	\$ 89,991	\$ 126,760	\$ 171,923
Palo Alto	\$ 239,837	\$ 180,518	\$ 420,355	\$ 188,274	\$ 74,197	\$ 157,884
San Jose	\$ 2,989,820	\$ 2,823,588	\$ 5,813,408	\$ 1,484,396	\$ 1,447,318	\$ 2,881,693
Santa Clara	\$ 288,251	\$ 327,957	\$ 616,207	\$ 253,638	\$ 204,096	\$ 158,473
Saratoga	\$ 121,571	\$ 88,308	\$ 209,879	\$ 57,441	\$ 86,563	\$ 65,874
Sunnyvale	\$ 330,769	\$ 387,625	\$ 718,394	\$ 349,845	\$ 150,824	\$ 217,725
COUNTY TOTAL	\$ 6,778,128	\$ 5,117,768	\$ 10,895,896	\$ 3,373,599	\$ 2,838,700	\$ 4,695,585

Back-Up Information for System Maintenance - Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(inflated 1,000s)

Note: Revenues are net of revenues needed for operations.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Solano	\$ 341,161	\$ 163,624	\$ 504,785	\$ 139,082	\$ 164,145	\$ 201,558
Benicia	\$ 139,473	\$ 77,514	\$ 216,987	\$ 16,498	\$ 77,653	\$ 122,835
Dixon	\$ 63,647	\$ 48,588	\$ 112,234	\$ 5,743	\$ 53,569	\$ 52,922
Fairfield	\$ 372,162	\$ 292,423	\$ 664,585	\$ 105,943	\$ 254,985	\$ 303,658
Rio Vista	\$ 38,621	\$ 22,973	\$ 61,594	\$ 5,561	\$ 6,222	\$ 49,811
Suisun City	\$ 96,729	\$ 79,932	\$ 176,661	\$ 35,647	\$ 44,208	\$ 96,806
Vacaville	\$ 315,437	\$ 268,550	\$ 583,987	\$ 119,146	\$ 214,291	\$ 250,549
Vallejo	\$ 538,854	\$ 335,146	\$ 874,000	\$ 60,220	\$ 183,505	\$ 630,276
COUNTY TOTAL	\$ 1,906,084	\$ 1,288,751	\$ 3,194,835	\$ 487,841	\$ 998,578	\$ 1,708,415

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Sonoma	\$ 1,963,525	\$ 385,667	\$ 2,349,192	\$ 205,983	\$ 655,279	\$ 1,487,931
Cloverdale	\$ 48,938	\$ 23,834	\$ 72,772	\$ 35,563	\$ 14,581	\$ 22,629
Cotati	\$ 36,903	\$ 20,633	\$ 57,536	\$ 2,671	\$ 23,464	\$ 31,401
Healdsburg	\$ 75,664	\$ 32,928	\$ 108,593	\$ 37,195	\$ 21,641	\$ 49,757
Petaluma	\$ 366,131	\$ 161,180	\$ 527,311	\$ 23,213	\$ 162,551	\$ 341,547
Rohnert Park	\$ 160,679	\$ 119,773	\$ 280,452	\$ 48,869	\$ 102,300	\$ 129,283
Santa Rosa	\$ 839,670	\$ 451,064	\$ 1,290,734	\$ 601,141	\$ 209,447	\$ 480,146
SEBASTOPOL	\$ 33,256	\$ 21,922	\$ 55,177	\$ 16,748	\$ 22,875	\$ 15,555
Sonoma	\$ 47,555	\$ 27,814	\$ 75,369	\$ 2,028	\$ 50,928	\$ 22,413
Windsor	\$ 126,193	\$ 74,393	\$ 200,586	\$ 20,859	\$ 86,066	\$ 93,661
COUNTY TOTAL	\$ 3,698,515	\$ 1,319,208	\$ 5,017,723	\$ 994,268	\$ 1,349,131	\$ 2,674,323

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
Alameda	\$ 3,715,245	\$ 4,082,437	\$ 7,797,682	\$ 2,147,587	\$ 1,477,014	\$ 4,173,081
Contra Costa	\$ 3,111,346	\$ 2,674,212	\$ 5,785,558	\$ 2,914,794	\$ 1,078,936	\$ 1,791,829
Marin	\$ 864,832	\$ 641,477	\$ 1,506,309	\$ 654,672	\$ 332,981	\$ 523,087
Napa	\$ 1,087,116	\$ 428,822	\$ 1,515,938	\$ 219,385	\$ 457,632	\$ 838,921
San Francisco	\$ 2,415,717	\$ 2,362,721	\$ 4,778,438	\$ 2,298,843	\$ 487,602	\$ 1,991,992
San Mateo	\$ 1,929,281	\$ 1,983,937	\$ 3,913,217	\$ 1,440,204	\$ 919,297	\$ 1,607,188
Santa Clara	\$ 5,776,128	\$ 5,117,758	\$ 10,893,886	\$ 3,373,599	\$ 2,838,700	\$ 4,695,585
Solano	\$ 1,906,084	\$ 1,288,751	\$ 3,194,835	\$ 487,841	\$ 998,578	\$ 1,708,415
Sonoma	\$ 3,698,515	\$ 1,319,208	\$ 5,017,723	\$ 994,268	\$ 1,349,131	\$ 2,674,323
REGION	\$ 24,504,263	\$ 19,899,322	\$ 44,403,585	\$ 14,531,194	\$ 9,939,872	\$ 20,004,420

* Investment Strategy is functionally equivalent to LSR investments in Transportation 2035. Plan would provide funds to maintain current conditions of Pavement. Actual distribution of funds will be subject to OneBayArea Grant county distribution.

APPENDIX A – 43

2013 TIP Detail

Caltrans 2013 FTIP Development Checklist and Development Guidance



2013 Federal Transportation Improvement Program (FTIP) Checklist and Development Guidance

This checklist will be used by Caltrans to check completeness of FTIP submittals by MPOs

I. Time Line:

- Submit the Draft 2013 FTIP to Caltrans at the start of the FTIP public review period, but no later than **September 3, 2012**.
- Submit the Final 2013 FTIP and their amendments are due to Caltrans on **October 1, 2012**.
- Post the Final 2013 FTIP on Metropolitan Planning Organization (MPO) website by **October 5, 2012**.

II. Checklist for the 2013 FTIP:

MPOs shall include the following as part of the FTIP package to Caltrans Office of Federal Transportation Management Program (OFTMP):

- ☒ Project Listings
 - Identify those projects that are Transportation Control Measures (TCMs)
- ☒ Detailed Listings for Grouped Projects (back-up listings)
- ☒ Signed Board Resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450;
 - Consistency with the Regional Transportation Plan (RTP) Transportation 2035 (T-2035) (e.g. 2030);
 - Financially constraint, the enclosed financial summary affirms availability of funding;
 - Meets Air Quality Conformity;
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP);
 - Completion of public participation process in accordance with the MPO's Public Participation Plan (PPP).
- ☒ Project listings included in the final 2013 FTIP are available in California Transportation Improvement Program System (CTIPS)
- ☒ Financial Summary (Attachment A)
 - Includes information covering the first four years of the FTIP
 - Electronic copy to your OFTMP FTIP Coordinator your completed financial tables in Excel format
- ☒ Air Quality Conformity Analysis and Determination
- ☒ PPP/ Interagency Consultation
 - Include the web link to the MPO's PPP
- ☒ Project Selection Criteria Documentation
- ☒ Expedited Project Selection Procedures (EPSP) Documentation
 - Include the following statement: ***"Projects from the first four years of 2013 FTIP have been selected using the approved project selection procedures."***
- ☒ Five Copies of the Final 2013 FTIP

III. Mailing Address:

California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attn: Muhaned Aljabiry

General Guidance:

This guidance is not intended to supersede any federal regulations. FTIPs must comply with applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

1. At the start of the public review period and no later than September 3, 2012, MPOs must transmit 2 copies of their draft 2013 FTIPs to Caltrans OFTMP. All items listed on the FTIP Checklist must be included in the draft 2013 FTIP, except for the signed board resolution.
2. If any MPO does not meet the deadline for FTIP submittal, its FTIP will not be included in the FSTIP until the FSTIP has been approved by the FHWA/FTA. Caltrans will be required to post that MPO's FTIP for public review for 14 days.
3. During the development of the FSTIP, any amendments or administrative modifications to the board adopted FTIPs will be included as part of the Draft FSTIP if they are submitted to Caltrans seven days prior (**October 1, 2012**) to the start of the public review of the Draft FSTIP. Any amendments and modifications that do not meet the deadline will be processed after the federal approval of the FSTIP.
4. Federal regulations require FTIPs to identify costs for maintaining and operating the system of Federal-aid facilities. Include the basis for the calculations of operations and maintenance needs for your region, and provide analysis of revenues dedicated for those activities in the FTIP Financial Plan. Also address the anticipated shortfall in the available revenue, if any, and include plans to address the shortfall.
5. For Planning Studies (non-transportation capital), verify that these projects are included in the Overall Work Program rather than the FTIP.
6. The total funding for each phase shall be shown in the fiscal year wherein federal authorization (E-76 approval) will be sought.
7. Grouped Project Listings: Attachment B provides guidance to MPOs for grouping projects in air quality nonattainment or maintenance areas.
For MPO areas and rural non-MPO counties that are classified as air quality attainment (SLOCOG, SBCAG, AMBAG and SHASTA) refer to 23CFR771.117 (c) & (d) for additional information on projects that can be classified as "Categorical Exclusion (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. It is the MPO's responsibility to make the eligibility determination for projects to be included in grouped project listings.
8. Projects must be included in the FSTIP to receive environmental approval. Therefore, projects with no funding programmed within the four years of the FTIP and that are programmed in order to receive environmental document approval must add the following to the project description:
 - a. **RTP Reference and schedule**
 - b. **Project included in the FTIP for environmental approval**
9. Each project or phase in the FTIP shall include the following information:
 - a. Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. See the section below for more information.
 - b. Total project cost based on the latest estimates, which may extend beyond the four years of the FTIP. The cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based on reasonable financial principals and assumptions. In nonattainment and maintenance areas, projects in the first two years of the FTIP shall be limited to those for

which funds are available and committed. Include these financial principals and assumptions in the "Financial plan" for your FTIP.

- c. The amount of Federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of Federal funds and source(s) of nonfederal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of nonfederal funds)
- d. Required non- federal matching funds
- e. Implementing agency
- f. Corresponding Regional Transportation Plan (RTP) number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use "Project Title, Location & Description" field or "MPO Comments" field in CTIPS for including RTP information.

10. Project description must be consistent with the following format:

• **For Highway Projects (State Highways/Local Roads):**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • <i>In Bakersfield:</i> • <i>South of Bakersfield:</i>
Limits:	Project limits can be stated as from one road or street to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creek to South of Route 33;</i> • <i>At Rock Creek Bridge;</i>
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

• **For Transit Projects:**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement/Activity)]	
Location:	For work at spot locations for large (statewide) transit agencies: • Nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • <i>In Bakersfield:</i> • <i>North of Bakersfield:</i> Otherwise: Skip this step
Limits:	For work at spot locations (all agencies): Name of station, description of facility, name the rail corridor for the project etc. • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Colma Station;</i> • <i>San Joaquin Corridor;</i> Otherwise: Skip this step
Improvement/ Activity:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). • <i>Construct station.</i> • <i>Construct a Child Care Facility</i> • <i>Track and signal improvements</i> Projects that apply to entire transit agency jurisdiction – describe activity • <i>Purchase of 59 buses - 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement)</i> • <i>Paratransit van leasing</i> • <i>Operating assistance for Sacramento Regional Transit</i>
Examples: North of Bakersfield: San Joaquin Corridor - Track and signal improvements. Lafayette BART Station; construct a Child Care Facility Operating assistance for Sacramento Regional Transit	

Use of Toll credits for the 2013 FTIP:

Federal-aid highway projects typically require project sponsors to provide certain amount of non-federal funds as match to federal funds. Through the use of Toll Credits (TCs), the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded up to 100% federal funds for federally participating costs. TCs can be used for the four-year duration of the 2013 FTIPs for state and local highway, and transit projects. Note that use of toll credits does not generate additional federal funding and is limited to the non-federal match required for the federal apportionments available in any given year.

The table includes federal programs for which TCs may or may not be used:

Program	Criteria/ Programming Instructions	CTIPS Fund Type
STIP	Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs.	STIP AC
SHOPP	All SHOPP projects shall be programmed with 100% SHOPP AC	SHOPP AC
Highway Maintenance	All Projects shall be programmed with 100% federal funds (STP or NHS) using TCs.	STP or NHS
State Minor	All eligible projects shall be programmed with 100% "SHOPP-AC – Minor Program" fund type (flexible federal fund type) using TCs.	SHOPP AC – Minor Program
HBP	TCs are to be used only on off federal aid system projects	HBP
HSIP, HR3	Per Caltrans "Toll Credits Policy", TCs will not be used for projects from the local safety programs.	
CMAQ and RSTIP	Projects may be programmed with TCs at MPO's discretion. Projects using TCs shall note the "use of TCs" in the project description in the FTIP.	CMAQ, RSTP
FTA- Funded Projects	Projects funded from the formula program are eligible to receive TCs. Below is the list of eligible programs. Projects using TCs shall note the "use of TCs" in the project description in the FTIP. • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5316 • 5317	Various

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2013 TIP Detail

Public Notifications, Hearings and Distribution List



San Francisco Bay Area Libraries that receive public review documents

Attn: Documents Dept. Alameda County Business Library 150 Stevenson Boulevard Emeryville, CA 94538-2326	778	Alameda County Library Newark Branch 6300 Civic Terrace Avenue Newark, CA 94560-3795	778	Nancy Atkins Documents Librarian Solano County Library John F. Kennedy Library Branch 505 Santa Clara Street Vallejo, CA 94590-5922	778
Attn: Documents Dept. Berkeley Public Library Main Branch 2090 Kittredge Street Berkeley, CA 94704-1491	778	Attn: Documents Dept. Calistoga Public Library 1108 Myrtle Street Calistoga, CA 94515-1730	778	Attn: Documents Dept. City of Palo Alto Library, Main Branch 1213 Newell Road Palo Alto, CA 94303-2999	778
Attn: Documents Dept. Contra Costa County Library Pleasant Hill Branch 1750 Oak Park Boulevard Pleasant Hill, CA 94523-4497	778	Attn: Documents Dept. Contra Costa County Library Antioch Branch 501 West 18th Street Antioch, CA 94509-2292	778	Attn: Documents Dept. Contra Costa County Library Concord Branch 2900 Salvio Street Concord, CA 94519-2597	778
Ms. Elaine Crepeau Head, Technical Services Belvedere Tiburon Library 1501 Tiburon Boulevard Tiburon, CA 94920-2530	778	Attn: Documents Dept. Daly City Public Library 40 Wembley Drive Daly City, CA 94015-4399	778	Attn: Documents Dept. Dixon Public Library 230 North First Street Dixon, CA 95620-3028	778
Attn: Documents Dept. Dr. Martin Luther King, Jr. Library 150 East San Fernando Street San Jose, CA 95112-3580	778	Attn: Documents Dept. Hayward Public Library 835 C Street Hayward, CA 94541-5120	778	Attn: Documents Dept. Livermore Public Library 1188 South Livermore Avenue Livermore, CA 94550-9315	778
Attn: Documents Dept. Los Gatos Public Library 110 East Main Street Los Gatos, CA 95030-6981	778	Attn: Documents Dept. Marin County Free Library 3501 Civic Center Drive, Room 414 San Rafael, CA 94903-4189	778	Attn: Documents Dept. Mill Valley Public Library 375 Throckmorton Avenue Mill Valley, CA 94941-2698	778
MTC-ABAG Library	778	Attn: Documents Dept. Napa City-County Library 580 Coombs Street Napa, CA 94559-3396	778	Attn: Documents Dept. Newark Public Library 6300 Civic Terrace Avenue Newark, CA 94560-3795	778
Attn: Documents Dept. Novato Regional Library 1720 Novato Boulevard Novato, CA 94947-3084	778	Attn: Magazine Dept. Oakland Public Library Main Branch 125 14th Street Oakland, CA 94612-4310	778	Attn: Documents Dept. Petaluma Regional Library 100 Fairgrounds Drive Petaluma, CA 94952-3369	778
Attn: Documents Dept. Redwood City Public Library 1044 Middlefield Road Redwood City, CA 94063-1868	778	Attn: Documents Dept. Richmond Public Library 325 Civic Center Plaza Richmond, CA 94804-1659	778	Attn: Government Documents San Francisco Public Library Main Branch 100 Larkin Street San Francisco, CA 94102-4705	778
San Leandro Community Library 1000 Estudillo Avenue San Leandro, CA 94577-4783	778	Attn: Documents Dept. San Mateo County Library Half Moon Bay Branch 620 Correas Street Half Moon Bay, CA 94019-1998	778	Attn: Documents Dept. San Mateo Public Library Main Branch 55 West Third Avenue San Mateo, CA 94402-1592	778

Attn: Documents Dept.
San Ramon Branch Library
100 Montgomery Street
San Ramon, CA 94583-4707

778 Attn: Documents Dept.
Santa Clara City Library
Main Branch
2635 Homestead Road
Santa Clara, CA 95051-5387

778 Attn: Documents Dept.
Santa Clara County Library
Gilroy Branch
7652 Monterey Street
Gilroy, CA 95020-5216

778

Attn: Documents Dept.
Solano County Library
Fairfield Civic Center Library Branch
1150 Kentucky Street
Fairfield, CA 94533-5799

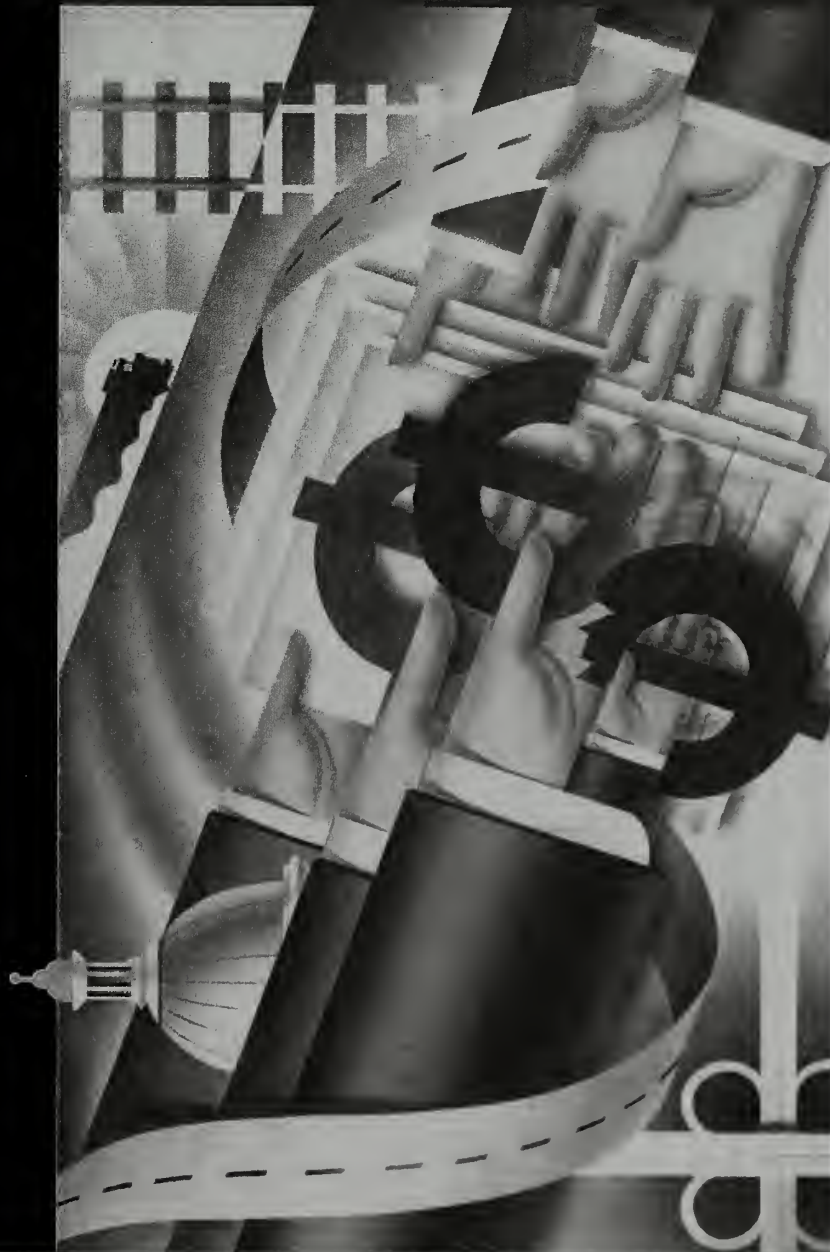
778 Attn: Documents Dept.
Sonoma County Library
Central Branch
Third and E Streets
Santa Rosa, CA 95404-4400

778 Attn: Documents Dept.
Sunnyvale Public Library
665 West Olive Avenue
Sunnyvale, CA 94086-3707

778

This postcard announcing the availability of the Draft 2013 Transportation Improvement Program (TIP) for public review is being sent to a wide range of public and private entities.

Draft 2013 Transportation Improvement Program (TIP) & Draft Air Quality Conformity Analysis



The Transportation Improvement Program of projects, all public transit, highway, local road, bicycle and pedestrian projects proposed to receive federal funds or are subject to a federally required action or are regionally significant.



Deadline for comments is August 2, 2012



Metropolitan Transportation Commission

View and comment on the Draft 2013 TIP & Draft Transportation-Air Quality Conformity Analysis

- Online at www.mtc.ca.gov/funding/tip/index.htm, or at the major public libraries in the nine Bay Area counties.
- For more information, or for the location of the library closest to you, call MTC's Public Information Office at 510-817-5757. The information is also available online at the above mentioned link.

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee, on Wednesday, July 11, 2012, 11 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at 390 Main Street, San Francisco, California.

The public review and comment period ends at 5 p.m. on Thursday, Aug. 2, 2012. Submit comments to MTC's Public Information Office at 101-8th St., Oakland, CA 94607 or fax to 510-817-5848 or e-mail to info@mtc.ca.gov.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its Sept. 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received. MTC is scheduled to approve the final documents on Sept. 26, 2012, during its regularly scheduled Commission meeting.

Accessible Meetings

Sign Language interpreters or readers will be provided for the hearing if requested at least three business days in advance; every effort will be made to provide interpreters for non-English speakers if requested at least three business days in advance. To make your request, please call 510-817-5757.

¿Necesita este documento o información en español? Llame al 510-817-5656. 如果您需要我們翻譯這份文件，請電：510-817-5688。

Joseph P. Bort MetroCenter
101 Eighth Street, Oakland, CA 94607

TEL: 510.817.5700 • TTY/TDD: 510.817.5769
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APPENDIX A – 45

2013 TIP Detail

Response to Public Comments on
Draft 2013 TIP



Response to written public comments and to
comments on the Draft 2013 TIP made at
the July 11, 2012 public hearing will be
included in the Appendices of the
Final 2013 TIP

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2013 TIP Detail

Single Line Project Listing Reports:

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Single Line Project Funding Report – Funding by Fiscal Year	178



Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
ALAMEDA COUNTY							
AC Transit	Transit	AC Transit Line 51 Corridor	Alameda County Lines 51A and 51B along the Santa Clara, Broadway, College and University Corridor. Provide key investments in capital infrastructure needed to provide travel time savings	Enhancement	ALA110100	13,316	13,316
AC Transit	Transit	San Leandro BART - Transit Access Improvements	San Leandro: At San Leandro BART Station: Make bus, pedestrian, and bicycle access improvements in preparation for the implementation of the East Bay Bus Rapid Transit. This is a project related to	Enhancement	ALA130007	3,929	3,929
AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	AC Transit: Along the Telegraph/Intl Ave (E. 14th Corridor; System includes preliminary engineering, bus stop & station improvements, bus procurement and other street enhancements to implement bus	Expansion	ALA050017	52,800	205,145
AC Transit	Transit	AC Transit Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	Maint / Rehab	ALA010034	0	31,520
AC Transit	Transit	Zero Emission Bus Advanced Demonstration	AC Transit: Zero Emission Bus Advanced Demonstration project, including purchase of 12 new ZEBs, and associated fueling, maintenance facilities, testing/monitoring of buses, solar panels, stationary fuel	Maint / Rehab	ALA070046	0	61,843
AC Transit	Transit	AC Transit State of Good Repair Program	AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs.	Maint / Rehab	ALA110008	0	7,403
AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	AC Transit: Purchase 23 replacement 60' articulated buses for use on local routes.	Maint / Rehab	ALA110091	18,207	18,207
AC Transit	Transit	AC Transit: Procure (38) 40' Urban Transit Buses	AC Transit: Purchase 38 replacement 40' urban transit buses.	Maint / Rehab	ALA110092	0	16,115
AC Transit	Transit	AC Transit: Procure (30) 40' Suburban Buses	Purchase 30 replacement 40' Suburban buses.	Maint / Rehab	ALA110093	15,887	15,887
AC Transit	Transit	AC Transit: Procure (27) 40' Urban Buses	AC Transit: Purchase 27 40-foot replacement buses for use on local routes	Maint / Rehab	ALA130003	12,022	12,022
AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	Maint / Rehab	ALA130004	29,700	29,700
AC Transit	Transit	AC Transit: Procure (25) 40' Suburban Buses	AC Transit: Procure 25 replacement 40-foot suburban buses	Maint / Rehab	ALA130005	13,570	13,570
AC Transit	Transit	AC Transit: Preventive Maintenance Program	AC Transit: Preventive maintenance for agency fleet and related equipment.	Maint / Rehab	ALA991070	0	392,438
AC Transit	Transit	Transit Security Project	AC Transit: District facilities and Buses; Install cameras on District's buses and at District's facilities, including the passenger transfer stations, also fund design and fabrication of a mobile emergency-	Operations	ALA050064	0	17,208
AC Transit	Transit	AC Transit: Paratransit Van Leasing	AC Transit: Operating assistance to provide contracted paratransit services for the EB Consortium paratransit service	Operations	ALA990052	0	13,088
AC Transit	Transit	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy	Operations	ALA990076	0	93,237
ACTC	Bicycle / Pedestrian	Bicycle/Bike Repair and Encouragement Vehicle	Alameda County Mobile truck promoting walking/biking to school including outreach and education activities	Operations	ALA110009	0	576

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
ACTC	Local Road	I-80 Integrated Corridor Mobility Project	Contra Costa and Alameda Counties: Along the I-80 corridor from Carquinez Bridge to San Francisco-Oakland Bay Bridge Toll Plaza, create an integrated ITS arterial network.	Enhancement	ALA070041	0	92,855
ACTC	Local Road	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/I-238/I-580. Install monitoring and signalization I-880, I-238 and I-580.	Operations	ALA090019	32,266	32,266
ACTC	Local Road	Alameda County Safe Routes to School	Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	Operations	ALA110033	0	2,338
ACTC	Local Road	Alameda County SR2S Local	In Alameda County: Countywide SR2S Program; Implement Capital Projects and Technical Assistance for future Capital Projects	Operations	ALA110098	0	1,300
ACTC	State Highway	AB3090 Replacement Project 880/Mission Landscape	Alameda County: at Mission/I-880: Landscaping - AB 3090 Replacement Project	Enhancement	ALA030026	4,620	5,180
ACTC	State Highway	I-580 Landscaping in the City of San Leandro	Along I-580 in the City of San Leandro from PM 33.5 to PM 34.6 between Estudillo Avenue and 141st Street; Landscaping and irrigation work	Enhancement	ALA090067	0	350
ACTC	State Highway	I-580 Oakland 14th to Arley Noise Barriers	Oakland: I-580 Eastbound between west of 14th Avenue to Arley Avenue - Construct noise barriers on route between PM 41.7 to PM 42.2	Enhancement	ALA110004	1,500	1,600
ACTC	State Highway	I-580 (TnValley) Right of Way Preservation	I-580 Corridor (TnValley): Preserve ROW along I-580 from Hacienda to Greenville for future transit in the median.	Expansion	ALA050006	0	9,700
ACTC	State Highway	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	Expansion	ALA050014	76,949	126,459
ACTC	State Highway	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	Expansion	ALA050019	78,600	96,887
ACTC	State Highway	I-580 (TnValley) Corridor - WB HOV & Connectors	I-580 (TnValley) Corridor: Westbound HOV lane on I-580 from east of Greenville Road to Foothill Road and HOV direct connectors from WB I-580 to SB I-580 and NB I-580 to EB I-580. Includes auxiliary	Expansion	ALA070018	0	137,339
ACTC	State Highway	I-580 (TnValley) Corridor - EB HOV/HOT Lanes	I-580 (TnValley) Corridor: From east of Greenville Road to Hacienda Dr.; Construct Eastbound HOV/HOT lanes (includes auxiliary lanes). Sub-project of TIP ID ALA050006.	Expansion	ALA070020	0	182,488
ACTC	State Highway	I-580 HOT Corridor Project	I-580: Convert the HOV lanes to HOT Lanes.	Expansion	ALA090004	16,980	36,550
ACTC	State Highway	I-580 WB Auxiliary Lane, First to Isabel	I-580 (TnValley) Corridor: westbound auxiliary lanes between First Ave and Isabel Ave along I-580 in the TnValley. This project is a sub-project of, and is being implemented with, TIP ID ALA070018.	Expansion	ALA090025	0	1,000
ACTC	State Highway	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West, reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	Expansion	ALA110002	41,000	41,000
ACTC	State Highway	I-680 Sunol Grade - Alameda SB HOV Final Phase	Sunol Grade Corridor: Stone Ridge in Alameda County to SR 237 in Santa Clara County. Final project phase - Construction of HOV lane, shoulders and other project clean up. Alameda portion. Additional	Expansion	ALA991084	200	203,256
ACTC	State Highway	I-680 SMART Carpool Lane	Sunol Corridor: I-680 b/w SR 84 & SR 237 (14 miles). Convert the existing HOV Lane to a Combined HOT/HOV facility to further encourage ridesharing activities.	Operations	ALA050029	0	25,619
ACTC	State Highway	I-880/Broadway-Jackson Interchange	Oakland: Between Oak Street and Union Street. Perform study to develop alternatives to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.	Operations	ALA070009	500	26,000

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
ACTC	State Highway	Truck Parking Facilities in North County (Phase I)	Alameda County: Provide safe parking facilities in north part of Alameda County.	Operations	ALA090018	2,000	2,000
Alameda	Bicycle / Pedestrian	City of Alameda - Park St Streetscape	In the City of Alameda: Streetscape improvements including utility work, installation of vintage lighting, street trees, sidewalks, and pedestrian appurtenances, and entry element.	Enhancement	ALA070022	827	2,495
Alameda	Local Road	Tinker Avenue Reconfiguration	Alameda: On Tinker Avenue btw Webster St and 5th St. Reconfigure intersection including the construction of a 4 Ln. extension to Tinker Ave, install signals, and modify Webster St Tube off-ramp.	Expansion	ALA990054	0	18,661
Alameda County	Bicycle / Pedestrian	Cherryland/Ashland/Castro Valley Sidewalk Imps.	Cherryland, Ashland and Castro Valley: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	Maint / Rehab	ALA050035	2,124	5,776
Alameda County	Bicycle / Pedestrian	Hampton Rd Streetscape Improvements	Alameda County: Along Hampton Road: Sidewalk Improvements including new curbs, gutters, and other pedestrian improvements.	Maint / Rehab	ALA070040	0	5,550
Alameda County	Local Road	Crow Canyon Safety Improvements	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment.	Enhancement	ALA010003	2,000	2,500
Alameda County	Local Road	E. 14th St/Mission Blvd Streetscape Improvements	Alameda County: On East 14th St/Mission Blvd between Thrush St and Rufus Court: Construct "bulb-outs" in conjunction with larger streetscape improvement in redevelopment area. HPP #308	Enhancement	ALA991077	2,000	5,569
Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Livermore: On Vasco Road from Livermore to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of truck lanes is .9	Expansion	ALA030002	2,582	36,152
Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	Maint / Rehab	ALA090022	1,300	4,000
Alameda County	Local Road	Fruitvale Avenue Roadway Bridge Seismic Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifetime facility	Maint / Rehab	ALA090023	2,000	2,000
Alameda County	Local Road	Alameda County: Rural Roads Pavement Rehab	Alameda County: Pavement Rehabilitation of various roadways in unincorporated areas.	Maint / Rehab	ALA090069	0	2,412
Alameda County	Local Road	Alameda Co. - Central Unincorporated Pavement Rehab	Alameda County: Various Streets: Pavement Rehabilitation Program	Maint / Rehab	ALA110026	0	1,279
Alameda City TA	State Highway	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways.	Expansion	ALA978004	14,300	103,171
Albany	Bicycle / Pedestrian	Albany - Buchanan Bicycle and Pedestrian Path	In Albany: On Marin Ave/Buchanan St. between San Pablo Ave. and Buchanan bridge overcrossing. Construct a bike/Ped path, install a bike/ped signal, and related improvements at several locations within	Expansion	ALA110030	179	2,690
BART	Bicycle / Pedestrian	BART Station Electronic Bike Lockers, Ph 2	Alameda County: Five BART Stations. Purchase and install electronic bicycle lockers	Enhancement	ALA070051	0	543
BART	Bicycle / Pedestrian	Downtown Berkeley BART Plaza/Transit Area Imps	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one.	Enhancement	ALA110032	0	2,257
BART	Transit	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including new station at Irvington	Expansion	ALA050015	280,774	890,000
BART	Transit	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair	Expansion	ALA110003	75,000	80,000

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
BART	Transit	BART Oakland Airport Connector	The Oakland Airport Connector Project will provide a 3.2 mile Automated Guideway Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-	Expansion	BRT990002	0	484,300
BART	Transit	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	Maint / Rehab	ALA090065	0	3,175
BART	Transit	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	Maint / Rehab	ALA090068	0	3,613
BART	Transit	Enterprise Asset Management	BART: Systemwide: Enhance the asset management business process and integration of business and operations across Finance, Operations and Maintenance to support ongoing, long-term asset	Maint / Rehab	ALA110090	0	2,500
Berkeley	Bicycle / Pedestrian	Berkeley Bike/Ped Overcrossing Site Access Imps	Berkeley: On Addison Street, Access improvements at east touchdown plaza of newly-constructed bike/ped over crossing, south of the University Ave over crossing.	Enhancement	ALA090039	0	929
Berkeley	Bicycle / Pedestrian	Berkeley Bay Trail Extension - Segment One	In Berkeley: On University Ave between West Frontage Road and Marina Blvd, construct a class 1 bike path and a bike / pedestrian bridge over Strawberry Creek, and add a Water Trail Access Point at Hs	Expansion	ALA090062	0	2,581
Berkeley	Local Road	Berkeley - Sacramento St Rehab - Dwight to Ashby	In Berkeley: On Sacramento Street from Dwight Way to Ashby Avenue: Rehabilitate AC pavement	Maint / Rehab	ALA110022	0	1,520
Berkeley	Local Road	City of Berkeley Transportation Action Plan - TDM	Berkeley: Implement parking pricing pilot and enforcement programs in Southside, Elmwood and Downtown commercial districts, implement TDM strategies and outreach focused on small businesses	Operations	ALA110007	0	2,260
Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road.	Expansion	ALA050079	5,567	6,959
Caltrans	Bicycle / Pedestrian	Bay Trail (Union City Segment)	In Union City: - Bay Trail; Construct Union City Segment of Bay Trail.	Expansion	ALA090091	715	1,162
Caltrans	Local Road	I-880 Fifth Avenue Bridge Retrofit/Replacement	Oakland: On Route 880 b/w Fifth Avenue and Oak Street: Seismic retrofit and Replace bridge (33-27).	Maint / Rehab	ALA070003	0	185,703
Caltrans	Local Road	Berkeley Parking Pricing and Real-time Guidance	Berkeley: Strategies to manage on-street parking and reduce congestion from circling vehicles.	Operations	ALA090076	0	2,250
Caltrans	State Highway	I-680 Sunol Grade NB HOV Lane	Rt. 680: Sunol Grade from Milpitas to Rt. 84; Construct North Bound HOV lanes.	Expansion	ALA010014	16,375	52,922
Caltrans	State Highway	I-580 Oakland Horton/Hollis St. Widening	Oakland and Emeryville: I-580 at intersection of Horton and Hollis Streets; rehabilitate and widen roadway.	Expansion	ALA070005	0	2,252
Caltrans	State Highway	I-880 SB Auxiliary Lane at Oak Street	Oakland: Southbound Oak Street on-ramp at Route 880; Construct auxiliary lanes.	Expansion	ALA070008	0	3,325
Caltrans	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland: Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St; S. Leandro Creek Bridge widening	Expansion	ALA070042	1,395	112,114
Caltrans	State Highway	Eastbound Truck Climbing Lane	In Livermore, Alameda County: On Route 580 in the City of Livermore from North Flynn Rd to Greenville Rd. Construct a truck-climbing lane in the eastbound direction.	Expansion	ALA090028	0	77,400
Caltrans	State Highway	I-880/SR 262 JC and HOV lanes	I-880 comdor: I-880 b/w Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 JC	Expansion	ALA978027	0	131,304

Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Caltrans	State Highway	I-238 Widening	Near San Leandro: On Rt 238 from Rt 580 to Rt 880; Widen from 2 to 3 lanes (northbound) and on Route 880 add auxiliary lane between "A" St & Rt 238 (southbound).	Expansion	ALA990013	0	109,235
Caltrans	State Highway	I-880/SR92 Interchange Reconstruction	At I-880/SR-92; Reconst Interchange with additional travel Lanes.	Expansion	B-H970002	0	135,847
Caltrans	State Highway	I-680 Sunol Grade Southbound HOV Lanes - SCL Final	Sunol Grade: From Rte. 84 in ALA to Rte. 237 in SCL; Final project phase construction of HOV lanes, shoulders and other project clean up. Santa Clara portion. More funding in ALA991083, ALA991084 and	Expansion	SCL991077	0	8,308
Caltrans	State Highway	I-880 High Street Bridge Retrofit/Replacement	Oakland: On High Street (Route 77) at 880 off ramp; Replace bridge and seismic retrofit (#33-146S & #33-146W).	Maint / Rehab	ALA070007	0	152,730
Caltrans	State Highway	I-238 Widening Replacement Planting	Landscape replacement planting in and near San Leandro on Route 238 from Route 580 to Route 880	Maint / Rehab	ALA070060	0	4,059
Caltrans	State Highway	San Francisco-Oakland Bay Bridge	In San Francisco-Oakland: Bay Bridge; East Span Replacement Project.	Maint / Rehab	ALA977038	0	5,665,800
Caltrans	Transit	Environmental Study for ACE Alignment	Altamont Commuter Express (ACE): Along the alignment between the Bay Area and the Central Valley; Conduct an environmental study for a high speed rail corridor	Operations	ALA110086	0	300
CCJPA	Transit	Capitol Corridor Rail Improvements	Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.	Expansion	ALA070016	0	5,280
Dublin	Bicycle / Pedestrian	West Dublin BART Golden Gate Drive Streetscape	In Dublin: Golden Gate Drive from Dublin Blvd to the West Dublin BART Station. Bicycle, pedestrian, and landscape enhancements.	Enhancement	ALA110034	0	1,132
Dublin	Bicycle / Pedestrian	Alamo Canal Regional Trail, I-580 Undercrossing	In Dublin and Pleasanton: This project will construct a segment of the Alamo Canal Trail underneath Interstate 580 to close a gap between the section of the Alamo Canal Trail located in Dublin and	Expansion	ALA090066	0	2,651
Dublin	Local Road	Dublin Citywide Street Resurfacing	In Dublin: Silvergate Dr between San Ramon Rd and Dublin Blvd, Clark Ave between Village Parkway and Maple Dr, and Tassajara Rd between North City limits and Shadow Hill Dr.	Maint / Rehab	ALA110024	0	672
EB Reg Park Dis	Bicycle / Pedestrian	East Bay Green Transportation Initiative	Various parts of the Bay Trail: The Green Transportation Initiative completes components in the Alameda and Contra Costa counties' non-motorized transportation network. It will close five critical gaps in	Expansion	ALA110011	0	17,810
Emeryville	State Highway	I-80 Eastbound Off-ramp Widening at Powell Street	Emeryville: Widen off-ramp from three to four lanes	Expansion	ALA090014	1,525	1,800
Emeryville	Transit	Emeryville Intermodal Transfer Station, Phase 1	Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage, bus terminals & track improvements.	Expansion	ALA070015	0	4,200
Fremont	Bicycle / Pedestrian	Fremont CBD/Midtown Streetscape	Fremont: In the Fremont Central Business District/Midtown District bounded by Walnut Avenue, and California, Beacon and Liberty Streets: Streetscape enhancements. This is a phased project.	Enhancement	ALA110012	0	2,100
Hayward	Bicycle / Pedestrian	South Hayward BART Area/Dixon Street Streetscape	In Hayward: Both sides of Dixon St from Tennyson Rd to Valle Vista Ave. Streetscape, pedestrian safety and landscape improvements. The ROW phase including utility relocation is locally funded	Enhancement	ALA110035	0	2,315
Hayward	Local Road	Route 238 Corridor Improvement	Hayward: On Foothill and Mission Boulevards (existing Route 238) from Industrial Parkway to Route 580; Construct Route 238 Corridor Improvement Project	Expansion	ALA977007	0	94,500
Hayward	State Highway	RT 92/Clawler/Whitesell Interchange Improvements	Hayward RT 92/Clawler Rd. Upgrade existing Clawler interchange. Add ramps end overcrossing for Whitesell St. extension. Signalize ramp intersections	Expansion	ALA090016	2,000	57,100

Report sorted by: County, Sponsor, System,
Purpose, TIP ID

Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880, NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	Expansion	ALA090020	19,500	19,500
Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton, NB I-880 between A St and Paseo Grande.	Expansion	ALA090021	36,992	36,992
LAVTA	Transit	LAVTA Rideo Bus Restoration	LAVTA: Rehabilitate a 1960 GMC-vintage historic coach that was one of the last buses operated by the City of Livermore's Rideo bus system	Enhancement	ALA110005	0	200
LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	LAVTA: Provide Rapid bus services to the cities of Livermore, Dublin, Pleasanton and Eastern Alameda County.	Expansion	ALA070021	0	13,774
LAVTA	Transit	Satellite Bus Operating Facility Expan. Ph. 1 & 2	Livermore: Expand maintenance and operations facility which currently holds 50 vehicles to hold additional 150.	Expansion	ALA99SA09	0	12,319
LAVTA	Transit	LAVTA: Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet	Maint / Rehab	ALA030030	0	9,697
LAVTA	Transit	Bus Replacement (12) 30' Alt Fuel Vehicles	Bus Replacement (12) 40' Alt Fuel Vehicles with (12) 30' Diesel Electric Hybrid Vehicles.	Maint / Rehab	ALA070061	0	7,287
LAVTA	Transit	LAVTA - East Bay Radio Communication System Hookup	LAVTA: Replace radio communication equipment to meet FTA narrow-banding mandate and join the East Bay Regional Communications System (EBRCS)	Maint / Rehab	ALA110095	0	640
LAVTA	Transit	LAVTA: Operating Assistance	LAVTA: System wide; Operating assistance for LAVTA's Fixed Route System.	Operations	ALA030029	0	1,254
LAVTA	Transit	LAVTA Capital Maintenance-Fuel	LAVTA has elected to program \$128,132 of its 2011 5307 apportionment to fuel costs.	Operations	ALA110096	0	160
LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	0	4,517
Livermore	Bicycle / Pedestrian	Livermore Village Plaza & Infrastructure	Livermore: Livermore Village site: Installation of a landscaped plaza and supporting infrastructure.	Enhancement	ALA110037	0	3,300
Livermore	Bicycle / Pedestrian	Iron Horse Trail Extension in Downtown Livermore	In Livermore: Extend Iron Horse Trail from Livermore ACE Station to K Street with a trail spur connection from Iron Horse Trail to the intersection of Livermore Ave/Railroad Ave.	Expansion	ALA110013	411	2,266
Livermore	Local Road	North Canyons Parkway Widening	Dublin/Livermore: N. Canyon Parkway; Construct 4-lane arterial roadway to close gap b/w the westerly end of N. Canyons Pkwy and Dublin Blvd.	Expansion	ALA050012	500	11,109
Livermore	State Highway	I-580/Vasco Road Interchange Modification	Livermore: I-580 between 1st Street and Vasco Road; Construct Eastbound and Westbound auxiliary lanes and/or modify I-580/Vasco Road interchange. HPP earmark #1218 for \$2M	Expansion	ALA010013	7,500	15,124
MTC	Bicycle / Pedestrian	SFOBB Gateway Park	SFOBB Gateway Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge	Enhancement	ALA130001	18,000	137,172
MTC	Local Road	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	ALA090030	6,647	16,588
Newark	Local Road	Central Avenue Railroad Overpass at UPRR	Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes.	Enhancement	ALA010052	0	4,346

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	In Newark: On Cedar Boulevard between Miani Avenue and Central Avenue and on Jarvis Avenue between the UPRR and Spruce Street: Pavement rehab.	Maint/ Rehab	ALA110016	0	800
Oakland	Bicycle / Pedestrian	Oakland Foothill Blvd Streetscape	City of Oakland: On Foothill from Austin to 35th: This project encompasses public improvements which will include pedestrian amenities and traffic calming	Enhancement	ALA110029	0	3,370
Oakland	Bicycle / Pedestrian	Oakland Coliseum TOD	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.	Expansion	ALA070012	0	1,103
Oakland	Bicycle / Pedestrian	Oakland Waterfront Bay Trail	Oakland: From Jack London Square to 66th Avenue; Construct new segments of the Bay Trail.	Expansion	ALA070039	1,100	59,799
Oakland	Bicycle / Pedestrian	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks between Estuary park and Lake Merritt: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	Expansion	ALA130002	2,000	2,000
Oakland	Bicycle / Pedestrian	Oakland 19th Street Uptown Bike Station	Oakland: Adjacent to 19th St/BART: construct a street level bicycle station	Expansion	ALA130006	606	606
Oakland	Local Road	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt and the 12th Street Bridge project: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	Enhancement	ALA110072	828	828
Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High Interchange. Includes modified traffic signals and intersection improvements	Expansion	ALA991081	9,736	17,526
Oakland	Local Road	Various Streets Resurfacing and Bikeway Facilities	In Oakland. Various locations: Rehabilitate streets, install bikeway facilities, and upgrade curb ramps	Maint/ Rehab	ALA110006	0	4,823
Oakland	Local Road	Oakland Army Base Infrastructure Master Plan	In Oakland: the Oakland Army Base and the West Oakland Redevelopment Areas; an Infrastructure Master Plan for the former Army Base and an Area Plan for West Oakland. (PE only)	Operations	ALA110046	0	5,770
Pleasanton	Bicycle / Pedestrian	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	In Pleasanton: Two segments of Foothill Road: install northbound and southbound bicycle lanes including realignment of two freeway ramps, installation of traffic signals, and roadway restriping.	Expansion	ALA110031	1,004	1,004
Pleasanton	Local Road	I-580 / Foothill Road interchange improvements	Pleasanton: I-580/ Foothill Road. Reconfiguration of EB ramps including bike/pedestrian-related improvements and move out project phases one year	Maint/ Rehab	ALA090013	3,800	3,800
Pleasanton	State Highway	PSR SR 84 Widening from Pigeon Pass to I-680	Pleasanton: Supplemental Project Study Report for the widening of State Route 84 from Pigeon Pass to I-680.	Expansion	ALA090009	2,000	2,000
Pleasanton	State Highway	I-680/Bernal Avenue interchange improvements	Pleasanton: I-680 /Bernal Avenue Interchange improvements. Phased project with reconfiguration of SB ramp, widening of NB ramp and construction of Aux lanes	Maint/ Rehab	ALA090010	14,000	14,000
Port of Oakland	Local Road	LNG Infrastructure Implementation	Port of Oakland: Install two LNG fueling stations and purchase nine LNG powered heavy duty trucks. Vehicles purchased are to replace currently operated diesel vehicles	Operations	MTC050019	0	3,027
Port of Oakland	Regional	Shore Power Initiative	Port of Oakland: Equip two intermodal berths with shore power infrastructure, which is electrical infrastructure that enables a ship at dock (at-berth) to plug into the electrical grid. This allows the vessel	Enhancement	ALA110010	0	13,243
Port of Oakland	Transit	California Inter-regional Rail Intermodal Study	Port of Oakland: Study to determine the feasibility freight rail shuttle system between the Port and inland points in the Central Valley.	Expansion	ALA070054	0	984
Port of Oakland	Transit	Outer Harbor Intermodal Terminals (OHIIT)	In Oakland OHIIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land	Expansion	ALA090026	235,312	274,296

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Port of Oakland	Transit	7th Street Grade Separation and Roadway Improvements	In Oakland the 7th Street Grade Separation will separate truck traffic on 7th St from rail movements between expanded rail facilities at the Port and the rail mainline north of 7th St and existing rail facilities	Operations	ALA090027	0	220,504
San Leandro	Bicycle / Pedestrian	San Leandro Downtown-BART Pedestrian Interface	In San Leandro: Construct San Leandro BI Streetscape from Williams St. to Davis St. including lane reduction, ped crossings, wayfinding, traffic signals, street lights and construct bike racks, ped crossings.	Enhancement	ALA110027	0	6,214
San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E. 14th, EB left turn Ln from E. 14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	Expansion	ALA050002	466	3,400
San Leandro	State Highway	I-880/Mainina Blvd Interchange and Overcrossing Rep	San Leandro: I-880/ Mainina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural	Enhancement	ALA090012	24,400	25,900
San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis SJ), Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	Expansion	ALA070014	5,039	5,589
SJRC	Transit	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	Maint / Rehab	ALA010056	0	15,162
SJRC	Transit	ACE Signal System Rehabilitation	ACE: Rehabilitate the existing Signal System between Niles Junction and Lathrop on the UPRR alignment	Maint / Rehab	ALA050043	0	4,579
SJRC	Transit	SJRC: Rebuild Diesel Locomotives	San Joaquin Rail Commission: 3 of our locomotives: complete an overhaul of the prime mover, replace head- end power generator-sets, perform body work, and repaint	Maint / Rehab	ALA090060	0	954
SJRC	Transit	GPS Train Tracking & Reporting System	ACE: Install instant messaging systems at the Alameda County ACE Stations.	Operations	ALA050067	0	508
SJRC	Transit	ACE Preventative Maintenance	ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	Operations	ALA110099	0	1,301
Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Union City Transit: Replace two 35' Transit Buses with CNG low-floor buses.	Maint / Rehab	ALA090031	0	22
Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Union City Transit is replacing vehicles that have reached the end of their useful life.	Maint / Rehab	ALA090061	0	2,074
Union C Transit	Transit	Radio Replacement Project	Union City Transit: Systemwide: Replaces all remaining radios that use analog and operate in the 700MHz range	Maint / Rehab	ALA110089	0	60
Union City	Bicycle / Pedestrian	Union City Blvd Corridor Bicycle Imp. Phase 1	Union City: Union City Boulevard from Smith Street to 600-foot south of Alvarado Boulevard: widen existing pavement for both northbound and southbound directions. This will allow the installation of a	Enhancement	ALA110028	0	1,860
Union City	Bicycle / Pedestrian	Union City BART East Plaza Enhancements	In Union City: Union City Intermodal Station: Construction of the East Plaza and loop road within the emerging transit-oriented Station District adjacent to the Union City Intermodal Station.	Expansion	ALA110036	0	9,520
Union City	Transit	Union City Intermodal Station Infrastructure	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	Expansion	ALA090015	15,000	22,910
Union City	Transit	Union City Intermodal Station Infrastructure	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	Expansion	ALA990015	0	61,276
Union City	Transit	Union City: Replacement of One Transit Bus	Union City Transit is replacing a vehicle that has reached the end of its useful life	Maint / Rehab	ALA050052	0	317

Metropolitan Transportation Commission
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Union City	Transit	Union City Transit: Purchase Six (6) CNG Buses	Union City: Purchase Six (6) CNG Buses to replace 6 diesel buses.	Maint/ Rehab	ALA070062	0	889
WETA	Transit	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	Expansion	ALA110001	35,050	38,175
TOTAL FOR ALAMEDA COUNTY						1,244,599	11,602,965

Metropolitan Transportation Commission
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
CONTRA COSTA COUNTY							
AC Transit	Transit	Richmond Pkwy Transit Center Parking	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; Provide up to 800 parking spaces, improve transit facilities and improve bicycle/ped. access. (OLD TIP ID - CC-010028)	Expansion	CC-030001	1,000	18,800
Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	HBP: Antioch: BRIDGE No. 28C0054, On Wilbur Ave., over BNSF, Amtrak, and UP RR, 0.25 Miles east of Minaker Drive; Widen from 2 to 4 lanes, rehabilitate bridge & upgrade bridge railings.	Expansion	CC-050002	0	15,220
Antioch	Local Road	Somersville Road Widening	Antioch: On Somersville Road between James Donlon Blvd and CCWD canal south of Buchanan Rd; Widen divided roadway.	Expansion	CC-070004	1,000	10,700
Antioch	Local Road	Hillcrest Ave Extension	Antioch: On Hillcrest Avenue between Prewett Ranch Rd and San Creek Road; Construct new 4 lane divided extension.	Expansion	CC-070005	300	2,350
Antioch	Local Road	Sand Creek Road Extension	Antioch: On Sand Creek Road between Hillcrest and Deer Valley Road; Construct new 2 lane extension.	Expansion	CC-070006	300	2,350
Antioch	Local Road	Empire Road Widening	Antioch: On Empire Avenue between Lone Tree Way and UPRR/Antioch City limits; Widen from 2 to 4 lanes.	Expansion	CC-070007	200	1,500
Antioch	Local Road	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	Expansion	CC-070008	650	5,950
Antioch	Local Road	Slatten Ranch Road	Antioch: On Slatten Ranch Road between Lone Tree Way and Laurel Road; Construct new 4 lane road.	Expansion	CC-070009	1,300	1,350
Antioch	Local Road	Wild Horse Road Extension	Antioch: On Wild Horse Road between Hillcrest and SR4 Bypass; Construct new 2 lane arterial.	Expansion	CC-070010	2,200	2,200
Antioch	Local Road	Fitzuren Road Widening & Realignment	Replace the old 2-lane Fitzuren Road with a new 4-lane divided arterial including shoulders/bike lanes, park and ride, and sidewalks	Expansion	CC-090011	10,000	10,000
Antioch	Local Road	Antioch Various Streets Pavement Rehab	In Antioch: On Hillcrest Avenue from Larkspur to Davison, Pulham from G to Gentrytown Drive and Contra Loma Drive from Long view to James Donlon Drive; Pavement rehab	Maint / Rehab	CC-110011	0	2,414
Antioch	State Highway	Construct new interchange at Route 4/Phillips Lane	Antioch: Construct new interchange at the intersection of Route 4/Phillips Lane	Enhancement	CC-090013	42,000	42,000
BART	Bicycle / Pedestrian	Richmond Transit Village Transit & Ped Improv.	Richmond: Richmond Transit Village; Construct pedestrian path & transit improvements at Transit Village. (Project Sponsor is BART and Richmond). MTC Housing Incentive Program (HIP) project.	Enhancement	CC-010021	0	1,150
BART	Bicycle / Pedestrian	BART Community Information Wayfinding	Contra Costa County: Multiple BART Stations: Wayfinding kiosks that provide destination maps at BART stations and other key locations.	Enhancement	CC-090063	0	1,550
BART	Transit	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	Enhancement	CC-110062	0	9,150
BART	Transit	Richmond BART Parking Structure	Richmond: Richmond BART station; Construct six (6) level parking structure and an additional 120 long-term parking spaces.	Expansion	CC-030003	0	29,547
BART	Transit	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	Expansion	CC-050025	62,000	459,911

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Brentwood	Bicycle / Pedestrian	Brentwood school area improvements	Brentwood: Improve pedestrian safety and access at three schools in the City of Brentwood by providing safer crosswalk access across streets that serve three area schools	Expansion	CC-110052	0	493
Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Extend John Muir Parkway from Foothill Dr. Southerly to Briones Valley Rd (1 lane + 1 bike lane per direction).	Enhancement	CC-070078	4,578	6,996
Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Sunset Rd. including widening of bridge over Marsh Creek, traffic signal modifications, and utilities	Expansion	CC-070011	1,555	6,663
Brentwood	Local Road	SR4 (Brentwood Boulevard) Widening (South)	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.	Expansion	CC-070012	1,303	4,653
Brentwood	Local Road	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	Expansion	CC-070013	0	18,753
Brentwood	Local Road	Lone Tree Way Widening	Brentwood: On Lone Tree Way between O'Hara Ave and SR4; Widen from 2 lanes to 4.	Expansion	CC-070014	1,705	15,515
Brentwood	Local Road	Central Blvd Widening (Phase II)	Brentwood: On Central Blvd btw Griffith Ln and the intersection of Central and Dainty Ave; Widen bridge and roadway from 2 to 4 lanes.	Expansion	CC-070015	1,100	4,785
Brentwood	Local Road	John Muir Parkway Extension (Phase I)	Extend and widen to 1 lane + 1 bike lane per direction from Foothill Dr. to Ventura Dr., and extend Foothill Dr. to new John Muir Pkwy (1 lane + 1 bike lane per direction).	Expansion	CC-070077	4,169	5,389
Brentwood	Local Road	Brentwood Boulevard North (Phases II & III)	Widen Brentwood Boulevard from existing 2-lanes to 4-lanes; Phase I: between Sunset Rd and Lone Tree Way and Phase II: from Lone Tree Way to Delta Rd.	Expansion	CC-090021	14,480	17,175
Brentwood	Local Road	Brentwood 2012 Pavement Management Program	Brentwood: Sellers Ave between Chestnut St and South City limit; Sand Creek Rd between UPRR and 1900' W of Fairview Ave and O'Hara Ave between Sand Creek Rd and 2nd St, and Lone Tree Way between	Maint / Rehab	CC-110009	0	1,342
Caltrans	State Highway	SR 24 - Caldecott Tunnel 4th Bore	Orinda/Oakland: Caldecott Tunnel SR 24; Develop and construct a 2-lane bore north of the existing tunnels. The scope is inclusive of Caltrans EAs: 294901, 294911, 29421, 29431 and 29494	Expansion	CC-010002	5,200	420,346
Caltrans	State Highway	1-680 South Contra Costa Roadway Rehabilitation	Route 680: In San Ramon, Danville & Walnut Creek, between Alameda County line and Rudgegar Road; Rehabilitate roadway.	Maint / Rehab	CC-070017	0	68,884
Caltrans	Transit	Double rail track btw Oakley & Port Chicago	CC County: Double the existing rail track between Oakley and Port Chicago by constructing second main track, crossovers, and related track and signal work.	Expansion	CC-090010	0	28,071
Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint / Rehab	CC-110081	20,500	20,500
Caltrans	Transit	Richmond Rail Connector	Construct an at-grade rail connection between BNSF's Stockton Subdivision and UP's Martinez Subdivision north of Richmond, in San Pablo. It is a phased project	Operations	CC-090032	21,370	24,320
CC County	Bicycle / Pedestrian	Carquinez Scenic Drive, SF Bay Trail Segment	On Carquinez Scenic Drive between Martinez and Port Costa: Repair and reconstruct 1.7 mile trail and construct a Class I multi-use bicycle/pedestrian trail	Expansion	CC-070020	0	3,138
CC County	Local Road	Contra Costa County Vasco Road Safety Improvements	Contra Costa County: Vasco Rd from Walnut Blvd to the Alameda/Contra Costa County line. Road improvements including concrete median, pavement widening as necessary and other straightening.	Enhancement	CC-050030	1,596	32,525
CC County	Local Road	Pacheco Blvd Widening and Realignment	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road, Widen roadway to 2 lanes in each direction and realign. Project will be constructed in phases	Expansion	CC-070018	3,120	15,150

Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
CC County	Local Road	Kirker Pass Road Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road: Construct south and north truck climbing lanes to improve traffic flow.	Expansion	CC-070075	2,000	20,000
CC County	Local Road	Byron Hwy Extension	Byron: On Byron Highway between Belhel Island and Delta Road. Construct bridge over Rock Slough and extend road as a 4-lane facility (2 lanes in each direction).	Expansion	CC-070079	1,000	8,200
CC County	Local Road	Byron Highway - Vasco Road Connection	Construct an east-west connection road between Byron Highway and Vasco Road.	Expansion	CC-070081	2,190	2,580
CC County	Local Road	Montalvin Manor Ped & Transit Access Improvements	Contra Costa County: Improve safety and accessibility to school by extending sidewalk up Kay Rd from San Pablo Ave to Rachel Rd and construct sidewalk, drainage improvements, bike lanes and bus	Expansion	CC-070087	0	1,846
CC County	Local Road	N. Richmond Truck Route	Complete preliminary engineering, environmental review and initiate right-of-way acquisition for extension of Solo Street (two lane facility) from Market Avenue to Parr Blvd. Construction is planned for	Expansion	CC-090003	0	27,400
CC County	Local Road	Camino Tassajara Safety Improvement Windemere Pkwy	Realign and widen Camino Tassajara Road from 2-lanes to 4-lanes, including paved shoulders for Class II bike lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County line.	Expansion	CC-090022	6,400	9,000
CC County	Local Road	Widen Dougherty Road to 6 lanes from Red Willow	Dougherty Rd Widening from Red Willow to Contra Costa County Line	Expansion	CC-090024	3,600	47,755
CC County	Local Road	Contra Costa Countywide Micro Surface Treatment	Contra Costa County: On San Pablo Dam Rd, Appian Wy, Cummings Skyway, Crockett Blvd, Taylor Blvd, Pleasant Hill Rd, Olympic Blvd, Tire Valley Blvd, Pacheco Blvd, and Stone Valley Rd within	Maint / Rehab	CC-110014	0	2,533
CC County	Local Road	Kirker Pass Road Overlay	Unincorporated Contra Costa County: Overlay Kirker Pass Road from approximately 1.5 miles west of the Pittsburg City Limits to the Pittsburg City Limits.	Maint / Rehab	CC-110044	0	2,411
CCCTA	Transit	Pacheco Transit Hub	Pacheco Transit Hub: Construct Bus Transfer Station and expanded park and ride facility	Expansion	CC-050010	1,400	1,982
CCCTA	Transit	CCCTA: Preventive Maintenance Program	CCCTA: Preventive maintenance program of agency fleet	Maint / Rehab	CC-030034	0	19,549
CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	CCCTA: Replace 10 2000-40' hybrid buses that have reached the end of their useful life.	Maint / Rehab	CC-110061	0	7,034
CCCTA	Transit	CCCTA: Replace 4 LINK Vans	CCCTA: Replace 4 2004 cut-away vans	Maint / Rehab	CC-110062	0	465
CCCTA	Transit	CCCTA: Replace 4 Minivans	CCCTA: Replace 4 2004 minivans used for paratransit operations	Maint / Rehab	CC-110063	0	217
CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	CCCTA Maintenance Facility: Replace and repair facility including replacement of in-ground and mobile lifts, door replacement, and maintenance exhaust system upgrade.	Maint / Rehab	CC-110064	0	600
CCCTA	Transit	CCCTA: Inventory Asset Management System	CCCTA: Update the asset management software.	Maint / Rehab	CC-110065	0	375
CCCTA	Transit	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	Operations	CC-99T001	0	10,216
CCCTA	State Highway	I-680 / SR 4 I/C Reconstruction - Phases 1-5	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, 2 lane direct EB SR4 to SB I-680, and widen SR4 in the vicinity of the I/C by	Expansion	CC-010023	9,637	297,546

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
CCTA	State Highway	I-680 Auxiliary Lanes	Danville: I-680 between Crow Canyon Road and Sycamore Valley Rd.; Construct Auxiliary Lanes in both directions.	Expansion	CC-030005	30,217	34,001
CCTA	State Highway	SR 4 East Widening from Somersville to SR 160	Expand SR4 from Somersville to SR160; Expand Hwy from 4 to 6 lanes including a wide median for transit from Somersville to Hillcrest and from 4 to 6 lanes from Hillcrest to SR 160. Project includes	Expansion	CC-030028	19,450	464,451
CCTA	State Highway	I-680 SB HOV Lane Gap Closure	Construct a HOV lane from North Main Street to Livorno in the southbound direction.	Expansion	CC-050028	18,057	80,000
CCTA	State Highway	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	Expansion	CC-070022	6,000	44,000
CCTA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road; Widen from 2 lanes to 4 lanes.	Expansion	CC-070049	0	16,600
CCTA	State Highway	SR4 /SR160 Interchange and Connectors	Oakley: SR 160 at SR 4; Construct direct connectors, SB160 to EB 4 and WB 4 to NB 160.	Expansion	CC-070054	45,000	50,100
CCTA	State Highway	SR4 Bypass: Sand Creek Interchange	Brentwood: Sand Creek Rd at SR4 Bypass; Construct interchange.	Expansion	CC-070057	0	24,800
CCTA	State Highway	SR 239 - New State Highway	SR 239 between SR4 in Brentwood and I-205 in Tracy; Study, design and construct new state route.	Expansion	CC-110066	16,244	16,244
Concord	Bicycle / Pedestrian	Monument Corridor Pedestrian and Bikeway Network I	In Concord: Construct 12-foot wide, asphalt-paved Class I Bikeway from the Monument Blvd/Mohr Ln intersection to Victory Ln at Linden Dr, then continues across Victory Ln until Mayette Ave; including	Enhancement	CC-090067	1,082	1,270
Concord	Bicycle / Pedestrian	Concord Monument Corridor Shared Use Trail	In Concord: Parallel to SR242 from Mayette Avenue/May Court to Meadow Lane; Construct a ½ mile shared use trail. The trail will be an alternate route for pedestrians and bicyclists travelling along	Expansion	CC-110019	0	872
Concord	Local Road	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	Expansion	CC-070026	6,114	7,748
Concord	Local Road	Waterworld Parkway Bridge	Concord: Waterworld Parkway between Commerce Avenue and Meridian Park Boulevard; Construct a two-lane bridge over Walnut Creek connecting both roadways.	Expansion	CC-070027	6,748	7,748
Concord	Local Road	Panoramic Drive Extension	Concord: On Panoramic Drive from North Concord/Martinez BART Station to Willow Pass Road; Construct a two-lane roadway and Class I trail.	Expansion	CC-070028	2,200	10,497
Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Widen Ygnacio Valley / Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	Expansion	CC-090026	1,800	8,172
Concord	Local Road	Concord Blvd Pavement Rehabilitation	Concord: on Concord Boulevard from Sixth Street to Bailey Road. Grind and replace the top 2.50 inches of asphalt concrete. Two recent sidewalk projects from Sixth Street to Settler Drive have installed e	Maint / Rehab	CC-110010	0	2,687
Concord	Local Road	Improve Clayton Road/Treat Boulevard intersection	Improve Clayton Road/Treat Boulevard intersection to improve operational efficiency and increase capacity (includes upgrading traffic signal and constructing geometric improvements)	Operations	CC-090023	2,100	2,760
Concord	State Highway	SR 242 / Clayton Road Interchange	Concord: Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange	Expansion	CC-070024	2,000	31,000
Concord	State Highway	SR4/Willow Pass Interchange	Concord: SR4/Willow Pass Rd. interchange improvements to accommodate traffic generated by the development of the Naval Weapons Station	Expansion	CC-070025	1,000	33,000

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Danville	Bicycle / Pedestrian	San Ramon Valley Street Smarts SR2S Program	In various Contra Costa jurisdictions: Provide traffic safety education to students in grades K-12, better equipping them to make sound decisions when walking or bicycling to school. Deliver campaigns	Operations	CC-110050	0	413
Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imp.	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastem Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter &	Maint / Rehab	CC-050075	1,433	6,130
Danville	Local Road	Diablo Rd Improve, Green Valley to Avenida Neuva	On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail.	Maint / Rehab	CC-090001	0	4,160
Danville	Transit	San Ramon Valley Bus Program	Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	Expansion	CC-090004	4,000	8,000
EB Reg Park Dis	Bicycle / Pedestrian	Atlas Road Bridge	Richmond: Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	Expansion	CC-070063	0	2,152
EB Reg Park Dis	Bicycle / Pedestrian	Bike/Ped Trail Improvements in CC Parks	Contra Costa County: Various County Parks: Various bicycle and pedestrian trail improvements.	Maint / Rehab	CC-070033	35	950
ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Antioch: southeast corner of Delta Fair Blvd and Standard Oil Ave: Purchase & develop land for park and ride facility.	Expansion	CC-050029	0	1,776
ECCTA	Transit	Tri Delta Transit Park and Ride Lots	ECCTA: Brentwood: Purchase land for park-and-ride intermodal facility to support E-BART and Express bus networks.	Expansion	CC-090036	10	817
ECCTA	Transit	ECCTA: Preventive Maintenance Program	TriDelta: Preventive Maintenance Program for agency fleet	Maint / Rehab	CC-030037	0	3,036
ECCTA	Transit	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 22 transit bus with similar buses.	Maint / Rehab	CC-070092	0	24,902
ECCTA	Transit	Tri-Delta: ADA Operating Assistance	TriDelta: Operating assistance to fund ADA Set Aside requirement.	Operations	CC-030035	0	5,027
ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	Tri Delta Transit: Clipper Compatible fare boxes for new buses	Operations	CC-090039	0	211
ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	ECCTA - Fuel costs as capital maintenance costs	Operations	CC-110080	0	348
El Cerrito	Bicycle / Pedestrian	Del Norte Area TOD	Transit Oriented Development project at the Del Norte Intermodal Station (transit connections include BART, bus, express bus, bicycle, and pedestrian).	Enhancement	CC-070046	1,500	7,375
El Cerrito	Bicycle / Pedestrian	El Cerrito Central Ave & Liberty St Streetscape	El Cerrito: On Central Ave, San Pablo Av to the Ohlone Greenway Trail & Plaza BART Sta, and on Liberty St, Central Ave to Fairmount Ave. Streetscape Improvements	Enhancement	CC-110005	0	1,026
El Cerrito	Bicycle / Pedestrian	El Cerrito Moeser Ln and Ashbury Ped and Bike Lane	El Cerrito: Ashbury Ave: construct new sidewalk, Class II and III bikeways, and intersection improvements; Moeser Lane: construct new sidewalk, Class III bikeway and retaining wall	Expansion	CC-090066	0	1,007
El Cerrito	Local Road	San Pablo Avenue Streetscape	El Cerrito: Along San Pablo Avenue (SR 123) from the Southern City limit to Northern City limit; Development of pedestrian, transit stop, and streetscape improvements (TLC)	Enhancement	CC-070074	0	4,516
Hercules	Bicycle / Pedestrian	Hercules New Town Center Complete Street	Hercules: Build pedestrian and bike facilities including landscaping, lighting, and other streetscape enhancements; Eastward from the existing pair of SR-4 freeway ramps to and including a new	Enhancement	CC-110015	205	6,035

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Hercules	Bicycle / Pedestrian	Hercules (Bio-Rad) Bay Trail	Construct 0.53-miles of SF Bay Trail in Hercules behind Bio-Rad facility at the end of Alfred Nobel Drive. the project will require the construction of retaining wall and open bottom culvert.	Expansion	CC-090065	0	3,027
Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle Connectivity	In Hercules: Refugio (aka Bayfront) Bridge will create a bike/ped link to the Hercules Intermodal Transit Center & addit. access from Bayfront Blvd & John Muir Pkwy.	Enhancement	CC-070086	0	3,512
Hercules	Local Road	Central Hercules Arterial Improvements	Central Hercules: Arterial Improvements including roadway expansion and various other improvements for express bus and rail transit facilities. Project will increase capacity and improve context	Maint / Rehab	CC-090008	1,336	2,736
Hercules	Local Road	Hercules - San Pablo Ave. Pavement Rehabilitation	In Hercules - On San Pablo Avenue from John Muir Pkwy to the City limit at Rodeo, pavement overlay of segments and misc. work	Maint / Rehab	CC-090055	0	711
Hercules	State Highway	SR4/Willow Avenue Ramps	Hercules: SR4/Willow Avenue Ramps; Relocate and realign ramps.	Enhancement	CC-070051	2,466	21,016
Hercules	Transit	Hercules Intercity Rail Station	Rail Station Site & Access: Construct platform, realign tracks, construct necessary infrastructure like: creek realignment, utility relocation, retaining walls, transit loop, John Muir Pkwy extension (current)	Expansion	CC-030002	0	30,957
Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Hercules: Construction of Hercules Intermodal Station Phase 2 - Station Building	Expansion	CC-090009	1,000	13,400
Hercules	Transit	Develop Concept for W-BART	Hercules: Conduct engineering, environmental and financial feasibility assessment of rail mass transit to west Contra Costa.	Operations	CC-070052	2,000	2,500
Lafayette	Bicycle / Pedestrian	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Lafayette: Both sides of Pleasant Hill Road between Condit Road and Olympic Blvd: Construct multi-purpose pathways and bike lanes by narrowing the travel lanes.	Enhancement	CC-090064	0	1,409
Lafayette	Bicycle / Pedestrian	Lafayette Downtown Bike/Ped Imp & Streetscape	Downtown Lafayette: Mt. Diablo Blvd. from Oak Hill Rd. to Mtn. View Dr., including Happy Valley Rd. Renovate/widen SW; install bike racks, enhanced crosswalks, curb bulbs, ped. scale lights, streetscape,	Enhancement	CC-110006	0	2,301
Martinez	Bicycle / Pedestrian	Martinez - Marina Vista Streetscape	Martinez: On Marina Vista Ave; Add bicycle lane, pedestrian crossings, bulbouts, brick sidewalks, pedestrian scale streetlights and street trees (TLC).	Expansion	CC-070085	0	3,259
Martinez	Local Road	Court Street Overcrossing, Phase 1	Construct a 19-foot wide bicycle, pedestrian, and emergency vehicle Overcrossing to span DiMaggio Drive, the four tracks of UPRR and Marina Vista to connect North Court St. in the Waterfront Park, with	Enhancement	CC-090005	1,940	9,700
Martinez	State Highway	I-680/Marina Vista I/C Improvements	Martinez: I-680/Marina Vista I/C; Improvements including realignment of off-ramp, increased deceleration/acceleration distance for existing NB/SB traffic plus Bike/Ped facilities.	Expansion	CC-070038	2,500	7,896
Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expand parking at the Martinez Intermodal Station from 175 spaces to 600 spaces.	Expansion	CC-030004	1,600	12,000
Moraga	Bicycle / Pedestrian	Moraga Way Streetscape Improvements	Moraga: Streetscape and safety improvements; sidewalk gap closures; safety enhancements, bus shelters, lighting, street tree planting and street furniture (including bike racks) on Moraga Way bet. Moraga	Enhancement	CC-110055	0	640
MTC	Local Road	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	CC-090035	4,943	10,694
Oakley	Local Road	Widen Main Street to 6 lanes from State Route 160	In Oakley: Widen Main Street to 6 lanes from State Route 160	Expansion	CC-090015	1,630	12,630
Oakley	State Highway	SR4 Realignment in Oakley	Oakley: West of Vintage Parkway to Main St/2nd St.: Realign and widen a half-mile from 2 to 4 lanes including traffic signals	Expansion	CC-070065	2,246	10,498

Report sorted by: County, Sponsor, System,
Purpose, TIP ID

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Orinda	Bicycle / Pedestrian	Moraga Way Pedestrian Pathway	In Orinda: on Moraga Way between Ivy Drive south and El Camilino Moraga, construct pedestrian pathway and improve crosswalks.	Expansion	CC-110048	0	258
Pinole	Local Road	Widen Pinole Valley Road ramps at L-80	Widen Pinole Valley Road ramps at L-80 to provide dedicated right turn lane on eastbound onramp and bus turnout/shelter on westbound onramp	Expansion	CC-090017	787	787
Pittsburg	Bicycle / Pedestrian	Bailey Road Transit Access Improvement	Pittsburg: Bailey Road/BART/Mayfield Road area: Pedestrian crossing improvements to BART station including sidewalk widening, security lighting.	Enhancement	CC-070084	0	2,198
Pittsburg	Bicycle / Pedestrian	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Pittsburg: North Parkside Drive, from Railroad Avenue to Range Road, and Willow Pass Road, from Range Road to Loftus Road/Seasons Drive: Widen to add bike lanes and sidewalks.	Expansion	CC-110017	0	1,151
Oakland	Local Road	California Avenue Widening	Pittsburg: On California Avenue between Loventidge Road and Railroad Avenue: Widening from 2 to 4 lanes.	Expansion	CC-070041	900	15,700
Pittsburg	Local Road	West Leland Extension, Phase II	Pittsburg: On Leland Road from San Marco Blvd. to Willow Pass Rd.; Extend roadway.	Expansion	CC-070043	1,800	11,900
Pittsburg	Local Road	Pittsburg-Antioch Highway Widening	Pittsburg: Pittsburg-Antioch Highway from Somerville Rd to Loventidge Rd: Widen from 2 to 4 lanes with turning lanes.	Expansion	CC-070044	3,800	5,100
Pittsburg	Local Road	James Donlon Extension (Buchanan Rd Bypass)	Pittsburg: James Donlon Blvd from Ventura Dr. to Kirker Pass Road: Construct 2 lane roadway.	Expansion	CC-070045	30,600	33,500
Pittsburg	Local Road	Pittsburg Railroad Avenue Pavement Rehab	In Pittsburg: On Railroad Ave from Linscheid Dr. to the southern City limit, pavement rehab, upgrade of curb ramps, replacement of pavement markings and traffic loops, adjustment of manholes and valve	Maint / Rehab	CC-110012	0	1,230
Pleasant Hill	Bicycle / Pedestrian	Lisa Lane Sidewalk Project	In Pleasant Hill: Project will construct new concrete sidewalk along the north side of Lisa Lane, as well as new Class II bike lanes along both sides of Lisa Lane.	Enhancement	CC-110051	0	721
Pleasant Hill	Bicycle / Pedestrian	Central-East Contra Costa County SR2S Program	In various jurisdictions in Central-East Contra Costa County: SR2S outreach and education program	Expansion	CC-110049	0	819
Pleasant Hill	Local Road	Buskirk Avenue Widening	Widen Buskirk Avenue from Monument Boulevard to Hookston Road. Install new traffic signal at the intersection of Buskirk Avenue/Clare Drive and Buskirk Avenue/southern entrance to Crossroads	Enhancement	CC-090002	6,600	11,000
Richmond	Bicycle / Pedestrian	Richmond Nevin Ave Bike/Ped Imp & Streetscape	On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting,	Enhancement	CC-110007	0	2,422
Richmond	Bicycle / Pedestrian	Richmond Nevin Avenue Streetscape	Richmond: On Nevin Ave bet 19th and 27th Streets, ped/bicycle improvements, traffic circle, lighting, curb ramps, upgrades to traffic signals, signage	Enhancement	CC-110016	0	5,015
Richmond	Bicycle / Pedestrian	Richmond Barrett Avenue Bicycle Lanes	In Richmond: On Barrett Avenue between Garrard Boulevard and San Pablo Avenue: construct a class II and III bicycle facility along both sides of Barrett Avenue.	Enhancement	CC-110018	0	764
Richmond	Bicycle / Pedestrian	SR2S - Nystrom, Coronado, Highland, Wilson & Wash.	In Richmond: In the vicinities of Nystrom, Coronado, Highland, Wilson, and Washington Elementary Schools: Implement engineering changes to pedestrian and bicycle routes to enhance the safety of	Operations	CC-110031	0	976
Richmond	Local Road	Griffin Drive Railroad At-Grade Crossing	Richmond/San Pablo: RR crossings at Griffin and John Avenue: Replace grade separation & expand from 2 to 4 lanes with a protected ped/bike path & protected crossing/updated warning signs.	Expansion	CC-070047	1,600	2,500
Richmond	Local Road	Marina Bay Parkway Grade Separation	The project is to construct a roadway undercrossing in place of an existing grade crossing at Marina Bay Parkway between Regatta Boulevard and Meeker Avenue in Richmond.	Expansion	CC-090018	29,867	36,925

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(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Richmond	Local Road	Doman Drive/Garrard Blvd Tunnel Rehabilitation	Richmond: Doman Drive/Garrard Blvd tunnel 1/4 mile south of Cutting Blvd; Repair tunnel and install post-construction monitoring system.	Maint / Rehab	CC-030011	0	1,196
Richmond	State Highway	I-80/Central Ave Interchange Modification	At I-80/Central Ave; Modifications and reconfiguration to interchange (Ph 1, federal funded) and connecting Pierce & San Mateo streets south of Central Ave. (Ph 2, local funded) plus some traffic	Expansion	CC-050076	2,044	21,019
Richmond	Transit	East Side Improvements Richmond Intermodal Station	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village.	Enhancement	CC-090025	14,950	16,087
San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway Phases II	El Portal Drive from Road 20 to Gateway section, pavement resurfacing, streetscape and median reconstruction, intersection improvements, traffic signal interconnect, and elimination of an uncontrolled	Maint / Rehab	CC-110001	1,920	1,920
San Pablo	State Highway	I-80/San Pablo Dam Rd I/C Modifications	San Pablo: At the I-80/San Pablo Dam Rd interchange and adjacent interchanges; Upgrade and improve interchange including provisions for bicyclists and pedestrians. Project is constructed in phases.	Expansion	CC-070035	45,700	62,200
San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	Widen Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd from six to eight lanes	Expansion	CC-090019	1,000	21,900
San Ramon	Local Road	Widen and extend Bollinger Canyon Road to 6 lanes	Widen and extend Bollinger Canyon Road to 8 lanes from Alcosta Boulevard to Dougherty Road	Expansion	CC-090020	1,670	4,670
San Ramon	State Highway	I-680 HOV Direct Ramps	San Ramon: I-680/Norris Canyon; Construct Carpool and bus on-and off-ramps; additionally reconstruct overcrossing and widen of median	Expansion	CC-070036	5,500	101,600
St. Rita 4 BA	Bicycle / Pedestrian	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at the SR4 Bypass or on it.	Expansion	CC-070067	1,600	6,600
St. Rita 4 BA	State Highway	SR4 Bypass: Sand Creek to Balfour Rd	Brentwood: SR4 Bypass between Sand Creek Rd & Balfour Rd.; Widen from 2 lanes to 4 lanes.	Expansion	CC-070048	10,300	12,400
St. Rita 4 BA	State Highway	SR4 Bypass: Balfour Interchange	Brentwood: Balfour Road/SR4 Bypass; Construct interchange.	Expansion	CC-070053	2,000	45,057
St. Rita 4 BA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek Ph II	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road, Widen from 4 lanes to 6 lanes.	Expansion	CC-070076	1,000	21,000
Walnut Creek	Bicycle / Pedestrian	Ygnacio Valley Road Ped/Bike Trail Phase 2	Walnut Creek: N. Side of Ygnacio Valley Rd btw John Muir Drive & Marchbanks Dr (west); Widen sidewalk to better accommodate pedestrian and bicycle traffic. Project is constructed in phases.	Maint / Rehab	CC-110054	629	743
Walnut Creek	Local Road	Geary Rd Widening Ph. 3	Walnut Creek: Widen Geary Road from Putnam Blvd to Pleasant Hill Rd.; Widen roadway one lane in each direction, center two way left turn lane, bike lanes and sidewalks, and signal improvement at	Expansion	CC-070050	7,950	7,950
Walnut Creek	Local Road	Walnut Creek Various Arterials & Collectors Rehab	In Walnut Creek: On San Luis Rd (Larkley to Main), Montego (Ygnacio Valley to Tampico), California Blvd (Mt Diablo to Boleito), California Blvd (Ygnacio Valley to Pringle) and Newell Ave (Main to Broadway);	Maint / Rehab	CC-110013	0	2,103
WCCTA	Transit	WCCTA Preventive Maintenance Program	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	Maint / Rehab	CC-030025	0	2,045
WCCTA	Transit	Hercules Intermodal Station Improvements	Hercules: Intermodal Station along the capitol corridor. Various passenger and station improvements.	Maint / Rehab	CC-050074	0	1,614
WCCTA	Transit	WCCTA Replace (5) 1999 35' Revenue Vehicles	WCCTA Replace (5) 35' vehicles with (5) new 35' low floor vehicles	Maint / Rehab	CC-110057	0	2,329

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Metropolitan Transportation Commission
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(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	WCCTA: Purchase of non revenue service vehicle for Operations staff	Maint/ Rehab	CC-110058	0	40
WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	0	1,186
WETA	Transit	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	Expansion	CC-070062	21,175	24,613
WETA	Transit	Hercules Ferry Service	WETA: Hercules; Implement ferry transit service between Hercules and San Francisco.	Expansion	CC-070064	0	1,000
WETA	Transit	Martinez Ferry Service	WETA: Martinez; Implement ferry transit service between Martinez and San Francisco.	Expansion	CC-110002	0	813
WETA	Transit	Antioch Ferry Service	WETA: Antioch; Implement ferry transit service between Antioch and San Francisco. Keep project in the TIP for future use.	Expansion	CC-110003	0	813
TOTAL FOR CONTRA COSTA COUNTY						608,100	3,327,085

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
MARIN COUNTY							
Caltrans	State Highway	US 101 - Golden Gate Botanical Area Revegetation	Golden Gate Botanical Management Area, along US 101 from Golden Gate Bridge to Rodeo Ave. Native plant revegetation.	Enhancement	MRN050012	0	595
Caltrans	State Highway	US-101 Mission Bell Installation	Install historic Mission Bells on US-101 in Marin and Sonoma Counties.	Enhancement	MRN110003	0	241
Caltrans	State Highway	I-580 WB to US 101 NB Aux Lanes	Marin County: On I-580/US 101, Construct aux lanes, widen connectors from WB 580 to NB 101, extend and modify ramps and improve bike/ped facilities.	Expansion	MRN070007	0	20,000
Fairfax	Bicycle / Pedestrian	Fairfax - Non-motorized Transp. Pilot Program	Fairfax: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Enhancement	MRN070014	0	305
FHWA	Local Road	Slinson Beach Access Road	Marin County: Slinson Beach; Rehabilitate entry road and North and Central parking area.	Maint / Rehab	MRN050020	0	2,803
GGBHTD	Bicycle / Pedestrian	Golden Gate Transit Station Bicycle Improvements	Bicycle improvements include adding secure, user-friendly bicycle racks and signage in Marin County.	Enhancement	MRN090012	123	163
GGBHTD	Local Road	Golden Gate Bridge - Suicide Deterrent System	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	Enhancement	MRN050019	45,000	52,000
GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	Maint / Rehab	MRN050018	98,122	137,570
GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Ph: 1- 3A	San Francisco/Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	Maint / Rehab	MRN070016	0	274,357
GGBHTD	Transit	San Rafael Transit Center Improvements	GGBHTD: San Rafael; Transit connectivity enhancement including public information facility, wayfinding improvements and signage.	Enhancement	MRN070008	100	365
GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements	GGBHTD: Larkspur; Improvements and enhancement at the ferry terminal.	Enhancement	MRN070018	0	1,681
GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	The Golden Gate Bridge Highway and Transportation District (GGBHTD) is proposing to construct a new three story parking structure to be located at its Larkspur Ferry Terminal (LFT) located in the city of	Expansion	MRN130001	0	500
GGBHTD	Transit	ACIS Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	Maint / Rehab	MRN070035	1,537	19,774
GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system	Maint / Rehab	MRN030010	1,250	34,546
GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation	Golden Gate Ferry: Rehab. replace major ferry components like propulsion & navigation systems, dry-dock, hull, interior and other components.	Maint / Rehab	MRN030011	500	14,511
GGBHTD	Transit	4 Replacement Express Buses	GGBHTD: Replace 4 Express Buses	Maint / Rehab	MRN050015	1,600	1,600
GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment	Maint / Rehab	MRN050025	200	11,782

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
GBBHTD	Transit	GBBHTD: Replace 30 - 1998 40' Transit Buses	GBBHTD: Replace thirty 1998 40' NOVA Buses with new buses	Maint / Rehab	MRN090024	14,724	14,724
GBBHTD	Transit	GBBHTD: Replacement of Ferry Propulsion Systems	Golden Gate Transit: Replacement of power distribution systems, propellers, engines and generators for Golden Gate Ferry vessels.	Maint / Rehab	MRN090025	1,825	13,800
GBBHTD	Transit	GBBHTD: Replace 30 - 1997 45' MCI Buses	GBBHTD: Replace 30 - 1997 45' MCI Buses at the end of their useful life. Buses no. 601-630	Maint / Rehab	MRN090034	19,081	19,081
GBBHTD	Transit	GBBHTD: Replace 7 - 2005 Paratransit Vans	GBBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways. Vans to be replaced: unit nos. 60-66.	Maint / Rehab	MRN090035	557	557
GBBHTD	Transit	GBBHTD: Bus Stop Improvements	GBBHTD: Upgrade GGBHTD bus stops with standard signs, schedules, information cases, system maps, red curbs, route information, benches, etc.	Maint / Rehab	MRN090038	0	1,478
GBBHTD	Transit	GBBHTD - Replace 2 - 1998 45' Over-The-Road Buses	GBBHTD: Replace 2 - 1998 45' over-the-road buses that have reached the end of their useful life.	Maint / Rehab	MRN110027	1,310	1,310
GBBHTD	Transit	GBBHTD - Replace 3 - 2005 Paratransit Vans	GBBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.	Maint / Rehab	MRN110028	245	245
GBBHTD	Transit	Ferry channel & berth dredging.	Golden Gate Ferry From San Francisco to Marin County, Dredge ferry channel and berth.	Maint / Rehab	MRN990017	2,500	23,394
GBBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	1,403	1,403
Larkspur	Bicycle / Pedestrian	Citywide Landscaping and Heatherwood Pathway	Larkspur: Citywide: landscape medians and extend the Heatherwood Pathway	Enhancement	MRN090051	0	220
Larkspur	Bicycle / Pedestrian	Larkspur - Non-motorized Transpo. Pilot Program	Larkspur: Doherty Dr. between downtown and Redwood HS. Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of	Expansion	MRN070015	0	1,442
Marin County	Bicycle / Pedestrian	Sir Francis Drake Boulevard Westbound Bike Lane	Marin County: On Sir Francis Drake Blvd. from Baywood Canyon to the top of White's Hill (Mile Post 9.75): reconstruct and in some locations, widen the westbound portion of the shoulder to provide bicycle	Enhancement	MRN090050	329	461
Marin County	Bicycle / Pedestrian	Marinwood, Greenbrae, Strawberry & Marin City Imps	Marin County: Project will improve bicycle and pedestrian access within Marinwood, Greenbrae, Strawberry, and Marin City PDAs.	Enhancement	MRN110007	0	1,215
Marin County	Bicycle / Pedestrian	Veneta Valley School SR2S Improvements	Marin County: Near Veneta Valley School: on the south side of North San Pedro Road: close a sidewalk gap. At the two school driveways: crosswalk improvements	Enhancement	MRN110016	0	433
Marin County	Bicycle / Pedestrian	Non-motorized Transp. Pilot Program - Marin County	Marin County: Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Expansion	MRN050033	0	11,199
Marin County	Bicycle / Pedestrian	Non-motorized Transp. Projects - Marin County	Marin County: Various locations; Bicycle & pedestrian improvement projects	Expansion	MRN090049	0	4,438
Marin County	Bicycle / Pedestrian	Strawberry Point School Pedestrian Imps	Marin County: On Strawberry Drive: From Strawberry Point School at the mid block crosswalk on the west side of Strawberry Dr.; construct a 330 ft. sidewalk with driveway approaches and ADA-compliant	Expansion	MRN110006	0	537
Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity	Enhancement	MRN070019	0	4,446

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	In Marin County: On Miller Creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety	Enhancement	MRN110033	407	407
Marin County	Local Road	Marin County: Southern Marin Roads Rehab	Project will rehabilitate portions of Laurel Grove Avenue, Ricardo Road, and Panoramic Highway.	Maint / Rehab	MRN090053	0	1,354
Marin County	Local Road	Novato Boulevard Resurfacing	In unincorporated Marin County: Novato Boulevard between Novato City Limits and Point Reyes-Petaluma Road including associated improvements.	Maint / Rehab	MRN110015	0	1,228
Marin County	State Highway	Tennessee Valley Bridge	Marin: Tennessee Valley Bridge: Reconstruct bridge no additional travel lanes. (Also See MRN990028 for PSE & ENV).	Maint / Rehab	MRN010006	0	911
MCTD	Transit	Marin county: Bus Stop Improvements	MCTD: Improvements including bus stops, enhanced shelters, accessible pathways, bicycle racks and other passenger amenities.	Expansion	MRN070001	1,923	2,423
MCTD	Transit	Local Bus Stop Revitalization in Marin County	Marin County: Various Locations: Bring outdated local bus stops into compliance with current accessibility and passenger amenity standards	Maint / Rehab	MRN110004	750	2,000
MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Marin County: Purchase Three 35 foot XHF Vehicles, Implement a Real Time Bus Arrival System, and Upgrade Passengers Facilities for Muir Woods Shuttle. These vehicles replace vehicles that are being	Maint / Rehab	MRN110030	0	1,530
Mill Valley	Bicycle / Pedestrian	Mill Valley - Non-motorized Transp. Pilot Program	Mill Valley: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in great share of overall trips and reduce SOV usage.	Enhancement	MRN070020	0	1,093
Mill Valley	Bicycle / Pedestrian	Sycamore Avenue Improvements	The proposed project is along Sycamore Avenue between Camino Alto and Bay Front Park.	Enhancement	MRN090052	0	411
Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Mill Valley: Miller Avenue: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.	Maint / Rehab	MRN070002	5,250	7,150
Mill Valley	Local Road	Mill Valley - Edgewood Avenue Resurfacing	Mill Valley: Edgewood Avenue from Molino Avenue (start of Edgewood) to Marion Avenue: Resurface street	Maint / Rehab	MRN110009	0	326
MTC	Local Road	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	MRN090020	3,459	6,658
Novato	Bicycle / Pedestrian	Novato - Non-motorized Transp. Pilot Program	Novato: Between S. Novato Blvd and Redwood Ave to existing path near Hamilton Dr: Construct Infrastructure and conduct network planning & educational programs	Expansion	MRN070011	0	1,950
Novato	Local Road	Novato Boulevard Improvements, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	Expansion	MRN070006	7,911	8,974
San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replacement(27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	Expansion	MRN110032	2,310	5,817
San Rafael	Bicycle / Pedestrian	San Rafael - Non-motorized Transp. Pilot Program	San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Enhancement	MRN070009	0	2,671
San Rafael	Bicycle / Pedestrian	San Rafael Sidewalk along East Francisco Bvd	City of San Rafael: Along East Francisco Boulevard from Vivian Way to Grand Avenue: Sidewalk improvements	Enhancement	MRN110029	0	1,500
San Rafael	Local Road	San Rafael Citywide Street Resurfacing	In San Rafael: Various city streets: Resurface streets.	Maint / Rehab	MRN110008	0	1,332

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Sausalito	Bicycle / Pedestrian	Sausalito - Non-motorized Transp. Pilot Program	Sausalito: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Enhancement	MRN070012	0	690
Sausalito	Bicycle / Pedestrian	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic	Enhancement	MRN110010	185	285
TAM	Bicycle / Pedestrian	Central Marin Ferry Access Improvements	Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd.	Expansion	MRN050014	0	11,770
TAM	Bicycle / Pedestrian	Marin Bike/Ped Facility North of Atherton Ave.	Marin County: Along US 101 from north of Atherton Avenue to south of Palaluma River bridge; Construct bicycle-pedestrian facility.	Expansion	MRN070003	0	610
TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Enhancement	MRN070017	0	100
TAM	Local Road	Green Ways to School Through Social Networking	Marin County: County-wide: Target students travel behavior through new technological tools and creative networks) allowing spontaneous efforts by parents at a school and other associated TDM	Operations	MRN110005	0	658
TAM	State Highway	Highway 101 Landscaping for Gap Closure Project	In Marin County, On Highway 101, Landscaping for the Gap Closure Project.	Enhancement	MRN110034	3,900	3,900
TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impls.	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamelpals; Reconfigure interchange.	Expansion	MRN050001	104,367	120,700
TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Palaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	Expansion	MRN050034	229,658	372,700
Various	Local Road	Marin County: Major Roads Rehabilitation	Marin County: Rehab. on major roads of countywide significance	Maint / Rehab	MRN090008	0	30,000
TOTAL FOR MARIN COUNTY						550,525	1,262,325

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
MULTIPLE COUNTIES							
ACWA	Local Road	Green Star / Cool Schools Program	Alameda, San Mateo, and Sonoma Counties, San Jose: Development of a curriculum framework for teachers; web based interface and trip tracking; green teams, competition with other schools/ classrooms;	Operations	REG110016	0	980
Alameda County	Regional	Local Government EV Fleet Program	Various Locations: Purchase 90 EVs and install 90 EV charging stations in various jurisdictions. Tests smart driving with 20 real-time fuel economy gauges in gas vehicles. Pilot fleet carshare (4 cars) in ALA	Expansion	REG110013	2,799	2,808
BAAQMD	Bicycle / Pedestrian	Regional Bicycle Sharing Pilot	San Francisco, San Mateo and Santa Clara Counties: Implement a pilot bikesharing program	Operations	REG110010	0	6,503
BAAQMD	Transit	Spare the Air Program	San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.	Operations	MTC990015	4,180	20,178
BART	Transit	BART Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	Maint / Rehab	BRT030004	0	157,477
BART	Transit	BART: Traction Power System Renovation	BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	Maint / Rehab	BRT030005	0	129,575
BART	Transit	BART Transbay Tube Seismic Retrofit	San Francisco: Transbay Tube; Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	Maint / Rehab	BRT050003	0	265,378
BART	Transit	BART: Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	Maint / Rehab	BRT97100B	0	118,900
BART	Transit	BART Car Exchange (Preventive Maintenance)	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	Maint / Rehab	REG050020	0	609,450
BART	Transit	BART: Railcar Replacement Program	BART: Replace 669 Railcars.	Maint / Rehab	REG090037	667,667	1,034,705
BART	Transit	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	Operations	BRT99T01B	0	26,601
Caltrain	Transit	Caltrain Positive Train Control System	Caltrain: Systemwide: Implement CBOSS/PTC, an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has	Enhancement	REG110030	6,000	232,685
Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair and to extend	Maint / Rehab	REG090051	1,307	5,898
Caltrain	Transit	Caltrain: Preventive Maintenance	Caltrain: Systemwide: Capitalized maintenance activities for the Caltrain fleet, equipment and facilities.	Maint / Rehab	REG090053	6,250	15,207
Caltrain	Transit	Caltrain Transit Asset Management System (CTAMS)	Caltrain: Systemwide: Development of the Caltrain Transit Asset Management System (CTAMS)	Maint / Rehab	REG110025	750	750
Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct	Caltrain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	Maint / Rehab	SM-03006B	24,820	98,212
Caltrain	Transit	Caltrain Signal/Communication Rehab & Upgrades	Caltrain: Systemwide, Rehabilitate existing signal system and upgrade/replace communication equipment	Maint / Rehab	SM-050041	8,773	38,661

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Caltrans	Local Road	GL: Safety Improvements - SRTS	GL: Safety Improvements - Safe Routes to School (SRTS) program. At various locations, Safe Routes to School (SRTS) projects. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Maint / Rehab	VAR130012	16,854	18,854
Caltrans	Local Road	GL: Bridge Rehab/Recon - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	Maint / Rehab	VAR130045	185,341	326,146
Caltrans	Local Road	GL: Railroad/Highway Crossings	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing	Maint / Rehab	VAR991009	0	25,617
Caltrans	Local Road	GL: Safety Imprv - High Risk Rural Roads (HR3)	GL: Safety Imprv - High Risk Rural Roads (HR3). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads.	Operations	VAR130008	12,796	12,798
Caltrans	State Highway	Statewide Archaeological Reburial Database	Region-wide: Identify reburial locations for Native American human remains excavated as part of statewide Caltrans projects.	Enhancement	REG110022	0	575
Caltrans	State Highway	Geosarchaeological Study of Route 101 Corridor	Along Route 101: Various Locations: Enhance the existing inventories of archaeological resources by transferring such data into an electronic database for each county.	Enhancement	REG110024	0	358
Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preservation	GL: SHOPP Roadside Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing, Safety roadside rest areas	Maint / Rehab	MTCS00008	0	59,406
Caltrans	State Highway	GL: Pymt Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.	Maint / Rehab	REG090072	0	15,486
Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Program	Grouped Listing: SHOPP-Mobility. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3	Maint / Rehab	VAR130001	89,357	89,357
Caltrans	State Highway	GL: Pavement Resurf/Rehab - SHOPP Roadway Presv.	Grouped Listing: SHOPP - Roadway Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	Maint / Rehab	VAR130003	190,733	190,733
Caltrans	State Highway	GL: Safety Imprv - SHOPP Collision Reduction	GL: SHOPP - Collision Reduction. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Maint / Rehab	VAR130004	209,210	209,210
Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Response	Grouped Listing for SHOPP - Emergency Response. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts.	Maint / Rehab	VAR130005	181,551	181,551
Caltrans	State Highway	GL: Pymt Resurf/Rehab SHS - Highway Maint.	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	Maint / Rehab	VAR130031	22,311	22,311
Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	GL: Safety Improvements - SHOPP Mandates. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Maint / Rehab	VAR130042	26,853	26,853
Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPP	GL: Bridge Rehab/Reconst-SHOPP. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Maint / Rehab	VAR130044	438,316	438,316
Caltrans	State Highway	GL: Emergency Response (ER) - State	GL: Emergency Response (ER) - State highway projects. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Maint / Rehab	VAR991004	0	202,250
Caltrans	State Highway	Cultural Resources Legacy Data Database	Augment information in various cultural resources databases statewide.	Operations	REG110023	0	1,630
Caltrans	State Highway	GL: Safety Imprv - Highway Safety Improvement Prog	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Operations	VAR130007	34,790	34,790

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Caltrans	Transit	GL: Elderly & Persons with Disability Program	Region-Wide: Eld & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	Operations	REG110027	5,188	8,588
Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	GL: FTA Section 5311 Non-Urbanized Formula Program. Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126.	Operations	VAR130041	15,368	15,368
GGBHDT	Transit	Golden Gate Transit SF Bus Lot Modifications	GGBHDT: Modifications to SF Bus Facility including resurfacing, subgrade, drainage, lighting, and fencing.	Maint / Rehab	REG0900052	0	3,835
MTC	Bicycle / Pedestrian	Safe Routes to Transit	Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking.	Enhancement	MTC050021	6,000	20,000
MTC	Local Road	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	REG0900038	5,337	10,236
MTC	Local Road	Regional Streets and Roads Program	Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP	Operations	REG0900039	8,133	14,912
MTC	Local Road	Regional Arterial Operations & Signal Timing Prog	Regional: Develop plan to guide arterial investments, and provide project management and traffic engineering assistance (including procuring communications equipment) for arterial system	Operations	REG0900046	5,650	10,400
MTC	Local Road	Parking Pricing Regional Analysis	Regionwide: Construct a regional parking database, integrated with our land use/transportation models, analyzes regional and local parking pricing schemes, conducts technical workshops, and proposes	Operations	REG110029	0	700
MTC	Regional	Regional Planning Activities - ABAG	Support for Regional Planning Activities	Operations	REG0900040	3,020	5,546
MTC	Regional	Regional Planning Activities - BCD	Regional Planning Activities	Operations	REG0900041	1,515	2,524
MTC	Regional	511 Traveler Information	Regionwide: Collect real-time/static data (traffic, transit, rideshare and bicycle) and disseminate the information to the public by telephone and website. Supports congestion pricing and vehicle	Operations	REG0900042	55,090	94,060
MTC	Regional	Climate Initiatives Program Public Education	Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and	Operations	REG0900065	0	10,643
MTC	Regional	Climate Initiatives Evaluation and Administration	Regional: Program development for the Climate Initiatives program activities and evaluation. Programs falling under this project include the following sub-programs: Innovative Grants, Safe Routes to	Operations	REG0900066	0	4,000
MTC	Regional	Electric Vehicle Funding Strategies	Regionwide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies.	Operations	REG110011	0	2,333
MTC	Regional	Climate Initiatives Program	Climate Initiatives Program: Regionwide, support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and greenhouse gases	Operations	REG130003	19,203	19,203
MTC	State Highway	Regional Express Lane Network Ph1-2	Convert existing HOV lanes to express lanes and widen to add new express lanes on freeway segments that constitute early phases of the Regional Express Lane Network	Expansion	REG110031	0	85,000
MTC	State Highway	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Maint / Rehab	REG130001	341,159	628,908
MTC	State Highway	Toll Bridge Maintenance	Regionwide: Seven state-owned toll bridges: routine maintenance of bridge facilities	Maint / Rehab	REG130002	48,000	48,000

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
MTC	State Highway	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	Operations	REG090003	145,054	363,976
MTC	Transit	Transit Commute Benefits Promotion	San Francisco Bay Area: Regionwide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	Operations	MTC050001	0	5,000
MTC	Transit	Real-time Transit Information Program	San Francisco Bay Area: Regionwide: Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication.	Operations	MTC050020	0	20,000
MTC	Transit	Integrated Fare Structure Program	San Francisco Bay Area: Regionwide: Develop a plan to implement a multi-agency regional fare program.	Operations	MTC050022	0	1,500
MTC	Transit	Clipper Fare Collection System	San Francisco Bay Area: Regionwide: Design, build, operate and maintain the Clipper fare collection system (See MTC990002 for more project data).	Operations	MTC99002A	5,745	62,572
MTC	Transit	Transit Capital Inventory Improvements	MTC: Procure Asset Management System to enable ability to anticipate regional rehab, replacement and funding needs.	Operations	REG050013	0	1,250
MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG090002	0	19,275
MTC	Transit	Clipper Fare Collection System	San Francisco Bay Area: Regionwide: Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/18/10.	Operations	REG090045	36,687	86,388
MTC	Transit	Station Area Planning Program & Implementation	Provide grants to local jurisdictions to develop plans for their transit stations in order to help increase transit ridership and implementation of the program.	Operations	REG110014	0	9,417
MTC	Transit	GL: New Freedom FY2010 & FY2011 Large UA	GL: New Freedom FY2010 & FY2011 Large UA. Various Cycle 4 (FY10 & FY11) New Freedom projects in large urbanized areas.	Operations	REG110026	6,220	6,220
MTC	Transit	GL: FY10 JARC Mobility Management	GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110028	974	974
MTC	Transit	GL: JARC FY11-FY12 Large UA	GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110032	10,431	10,431
MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	GL: JARC FY10-FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110033	0	3,000
MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	GL: New Freedom FY10-FY12 Small & Rural. Various Cycle 6 (FY10-FY12) New Freedom projects in small urbanized and rural areas.	Operations	REG110034	0	1,800
MTC-SAFE	State Highway	Incident Management Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP, Call Box, incident detection equipment & incident management systems, etc.	Operations	REG090044	31,333	49,993
Natl Park Svc	Bicycle / Pedestrian	GL: US 206 Recreational Grants	GL: US 206 Recreational Grants. Projects with US Recreational Grant Program Funds. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Maint / Rehab	REG070014	0	3,277
Natl Park Svc	Bicycle / Pedestrian	Golden Gate Natl Rec. Area Non-Motorized Access	Golden Gate Natl Recreation Area: Rehabilitate trail network. Implementing agencies are Golden Gate Natl Parks Conservancy and Nelonak Park Service.	Maint / Rehab	SF-050045	1,728	14,086
Natl Park Svc	Local Road	Golden Gate Natl Rec. Area Road Rehab	Golden Gate National Recreation Area: Rehabilitate roadways providing access to and within the Golden Gate National Recreation Area in San Francisco, Marin and San Mateo Counties	Maint / Rehab	SF-030002	12,200	53,640

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	Golden Gate National Recreational Area: Planning for enhancements to public transit access to park sites, including Muir Beach and Muir Woods in Marin County.	Maint / Rehab	SF-090027	3,029	3,498
Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	Golden Gate National Recreational Area: Prepare planning studies to improve water transit access to national parklands in San Francisco and Marin counties.	Operations	SF-090024	907	1,897
SF County TA	Local Road	eFleet Carsharing Electrified	SF and Berkeley: Purchase up to 29 electric-based vehicles (incl. conversion of hybrid vehicles) and install up to 35 chargers; conduct an outreach & awareness campaign; perform evaluation.	Expansion	REG110012	1,939	2,132
SFMTA	Local Road	Electric Vehicle Taxis and Battery Switch Stations	San Francisco and San Jose: Install up to four battery switch stations. Purchase up to 25 electric vehicles for neighborhood taxi services in San Francisco. Includes project evaluation.	Enhancement	REG110017	7,038	7,995
Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	Contra Costa, Marin, and Sonoma Counties: Apply dynamic ridesharing technology in within various affinity groups. Software procurement and customization, marketing and incentives, monitoring and	Operations	REG110015	0	1,532
Various	Transit	GL: ARRA Transit Rehab (Santa Rosa 5307)	GL: ARRA Transit Rehab (Santa Rosa 5307). Includes all transit rehabilitation projects receiving FTA 5307 Santa Rosa Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt	Maint / Rehab	REG090012	0	6,244
Various	Transit	GL: ARRA Transit Rehab (Vallejo 5307)	GL: ARRA Transit Rehab (Vallejo 5307). Includes all transit rehabilitation projects receiving FTA 5307 Vallejo Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 &	Maint / Rehab	REG090016	0	4,649
Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5307)	GL: ARRA Transit Rehab (SF-Oak 5307). Includes all transit rehabilitation projects receiving FTA 5307 SF-Oakland Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt	Maint / Rehab	REG090019	0	120,343
Various	Transit	GL: ARRA Transit Rehab (Concord 5307)	GL: ARRA Transit Rehab (Concord 5307). Includes all transit rehabilitation projects receiving FTA 5307 Concord Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables	Maint / Rehab	REG090020	0	14,351
Various	Transit	GL: ARRA Transit Rehab (Antioch 5307)	GL: ARRA Transit Rehab (Antioch 5307). Includes all transit rehabilitation projects receiving FTA 5307 Antioch Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2	Maint / Rehab	REG090021	0	5,808
Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5309)	GL: ARRA Transit Rehab (SF-Oak 5309). Includes all transit rehabilitation projects receiving FTA 5309 SF-Oakland Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt	Maint / Rehab	REG090023	0	48,264
Various	Transit	GL: ARRA Transit Rehab (San Jose 5309)	GL: ARRA Transit Rehab (San Jose 5309). Includes all transit rehabilitation projects receiving FTA 5309 San Jose Urbanized Area - ARRA funds. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables	Maint / Rehab	REG090024	0	4,086
Various	Transit	GL: ARRA Transit Ops & Rehab	GL: ARRA Transit Ops & Rehab. Includes all transit operations and rehabilitation projects receiving FTA 5307 ARRA funds redirected from the Oakland Airport Connector project. Consistent with 40 CFR Part	Maint / Rehab	REG090064	0	67,463
WETA	Transit	Ferry Service - Berkeley/Albany	Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	Expansion	MTC050027	24,716	29,831
WETA	Transit	SF Ferry Terminal/Berthing Facilities	WETA: San Francisco: At the Ferry Terminal: Construct additional ferry docking/berthing facilities to improve ferry access and support WTA berthing/maintenance operational needs.	Expansion	MTC050029	34,825	37,950
WETA	Transit	Ferry Service for South San Francisco	SSF: Develop/implement service & infrastructure for new ferry service to S. San Francisco includes service operation, acquisition of vehicles and development and construction of a new terminal.	Expansion	MTC050030	0	48,938
WETA	Transit	Treasure Island Ferry Service	Treasure Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.	Expansion	REG070003	1,000	1,000
WETA	Transit	WETA Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	Maint / Rehab	REG090054	250	1,545

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
WETA	Transit	WETA: Ferry Propulsion System Replacement	WETA: Ongoing. A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	Maint / Rehab	REG090055	0	5,015
WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.	Maint / Rehab	REG090057	2,069	3,312
WETA	Transit	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	Maint / Rehab	REG090067	1,031	4,774
WETA	Transit	WETA: Facilities Rehabilitation	WETA: Replace the existing gangway overhead weather protection at the Harbor Bay ferry terminal	Maint / Rehab	REG110020	81	331
WETA	Transit	WETA: Revenue Vehicle Communication Equipment	WETA: Purchase and/or upgrade revenue vehicle communication equipment.	Maint / Rehab	REG110021	130	182
WETA	Transit	WETA Ferry Expansion Studies	WETA: Regionwide studies to determine environmental/other impacts of expanded ferry service in the Bay Area.	Operations	MTC050028	0	10,050
WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	WETA: System maintenance and operational needs; This project will support the purchase/construction of floats and ramps and will provide core support infrastructure for existing and future regional ferry	Operations	REG110001	0	15,250
TOTAL FOR MULTIPLE COUNTIES						2,971,509	6,760,711

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
NAPA COUNTY							
American Canyon	Bicycle / Pedestrian	American Canyon Napa Junction Elementary Ped Imps	American Canyon: Napa Junction from Napa Junction Elementary School to Highway 29 with minor portions on Theresa Ave and Lombard St. Construct 1,500 feet of public sidewalk.	Enhancement	NAP090007	197	276
American Canyon	Bicycle / Pedestrian	Wetlands Edge Bay Trail Segment	American Canyon: Wetlands Edge Road segment of the Bay Trail. Construction bike/ped trail.	Expansion	NAP070002	0	966
American Canyon	Bicycle / Pedestrian	American Canyon: Theresa Ave Sidewalk Imp Phase 3	American Canyon: On Theresa Ave from the recently completed Theresa Avenue Phase 1 project south to Eucalyptus Drive. Replace substandard curb, gutter and sidewalk and construct missing sections of	Expansion	NAP110007	0	230
American Canyon	Local Road	American Canyon - Napa Square Pavement Rehab.	In American Canyon: On Lena and Stenson Drive between Patricia and Maria Drive. Road rehabilitation.	Maint / Rehab	NAP110022	286	286
American Canyon	Local Road	American Canyon PDA Development Plan	American Canyon: Develop and implement a strategic Plan to focus on significant transit service improvements and define associated land use patterns and development Plans in the PDA consistent with	Operations	NAP110006	0	1,860
Caltrans	State Highway	Design of SR 12/29 Grade Separation	Napa: SR 12/29 (Airport Blvd) Intersection, Grade Separation. (Environmental Only)	Expansion	NAP010002	0	1,500
Caltrans	State Highway	SR 12 (Jamieson Canyon Road) Widening	In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.	Expansion	NAP010008	850	137,751
MTC	Local Road	Regional Planning Activities and PPM - Napa	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	NAP090002	3,296	5,633
Napa	Bicycle / Pedestrian	Napa: Lincoln Ave Bike Lane - Jefferson to Railroad	Napa City: Lincoln Avenue between Jefferson St and the railroad tracks; Restriping to provide Class II bike lanes.	Expansion	NAP110011	0	213
Napa	Bicycle / Pedestrian	Napa City North/South Bike Connection	Napa City: California Blvd in section along the project limits of Pueblo and Permanente Way. Widen in order to provide Class II bike lanes along the entire corridor.	Expansion	NAP110013	0	295
Napa	Local Road	Browns Valley Roundabout	In Napa, install a roundabout at the intersection of Patrick and Browns Valley Roads	Enhancement	NAP110002	0	470
Napa	Local Road	Napa (City): 2011 Cape Seal Pavement Rehab	Napa City: California Blvd. from Laurel to Second; Jefferson from Trancas to Sierra; West Pueblo from Redwood to Rancho; Trower from Linda Vista to Solano; Wine Country from Linda Vista to Hwy 29; Cape	Maint / Rehab	NAP110008	0	726
Napa	Local Road	Napa City - Linda Vista Pavement Overlay	In Napa: On Linda Vista Ave between Trower and Redwood; Rehabilitate roadway including, repair sidewalk and install ADA ramps.	Maint / Rehab	NAP110015	0	776
Napa County	Local Road	Napa County: Silverado Trail Paving Phase F	County of Napa: On Silverado Trail from Zinfandel Ln to Skellenger Ln (Phase F); County Local Roads Paving	Maint / Rehab	NAP110009	0	955
Napa County	Local Road	Napa County Road Rehab. Various Streets	County of Napa: On Old Sonoma Road (Napa City Limit to SR 12/121), South Kelly Road (SR 12 to Devilin Road) and Oak Knoll Avenue (SR 29 to Silverado Trail), rehabilitate roadway.	Maint / Rehab	NAP110019	0	1,287
Napa County	Local Road	Silverado Trail Phase G and H Rehab	County of Napa: On Silverado Trail from Howell Mountain to Zinfandel (Phase G) and from Dunawall to Larkmead (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes	Maint / Rehab	NAP110023	1,595	1,595
Napa Vne	Transit	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville : Construct Park and Ride Lots.	Expansion	NAP050009	0	7,630

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
NCTPA	Bicycle / Pedestrian	NCTPA: Napa County SRTS Program Expansion	In Napa County: Countywide: Expand existing SRTS program from 6 to 15 schools and enhance program offerings. Non-infrastructure only including marketing, education, and outreach activities.	Enhancement	NAP110012	0	315
NCTPA	Bicycle / Pedestrian	Napa County: Napa River/Bay Trail Segment 7 & 8	In Napa County: Napa River/Bay Trail segments 7 & 8 from Soscol Ferry Road, terminating at Anselmo Court.	Expansion	NAP090004	0	183
NCTPA	Bicycle / Pedestrian	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	Expansion	NAP110014	0	5,364
NCTPA	State Highway	SR 12/29/221 Soscol Junction Interchange Study	In Napa County, study alternatives to construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)	Expansion	NAP090003	0	6,300
NCTPA	Transit	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities	Enhancement	NAP030005	0	646
NCTPA	Transit	NCTPA Multi-modal Transit Center Terminal/Park and	Napa Vine: Relocate existing downtown terminal in a new location with better access and more office and bus space.	Expansion	NAP990011	718	9,055
NCTPA	Transit	NCTPA: Replace Rolling Stock	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet	Maint / Rehab	NAP090005	0	10,428
NCTPA	Transit	NCTPA Operating	Replacement and upgrades to equipment.	Maint / Rehab	NAP090008	400	800
NCTPA	Transit	NCTPA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	Operations	NAP030004	0	306
NCTPA	Transit	Napa Vine: Operating Assistance	Napa Vine: Operating assistance to support transit routes and services.	Operations	NAP970010	0	27,234
Yountville	Bicycle / Pedestrian	Yountville - Napa County Bicycle Path Improvements	Napa County: North Yountville; Bike Route and Sidewalk Extension	Expansion	NAP090006	154	217
TOTAL FOR NAPA COUNTY						7,496	223,297

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SAN FRANCISCO COUNTY							
BART	Bicycle / Pedestrian	24th Street/Mission BART Plaza Pedestrian Imps.	San Francisco: 24th St/BART Station: Plaza improvements, a bus bulb-out on Mission Street at the SW BART plaza, and raised crosswalks on 24th Street at intersecting alleys.	Enhancement	SF-090051	0	2,779
BART	Transit	Balboa Park Station Eastside Walkway Project	Enhance the Balboa Park Station providing major accessibility and safety improvements.	Enhancement	SF-090040	0	4,155
BART	Transit	BART/MUNI Direct Connection Platform	BART/MUNI: Embarcadero & Civic Center Stations: Provide a direct connection platform between the BART & MUNI at both stations.	Maint/ Rehab	SF-050014	0	3,000
Caltrain	Transit	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals.	Enhancement	SF-010028	199,000	785,026
GGBHTD	Local Road	Golden Gate Bridge - Moveable Median Barrier	Marin/San Francisco Counties: Golden Gate Bridge: Install moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	Enhancement	SF-070037	20,000	25,000
MTC	Local Road	City CarShare Pilot Program	City and County of San Francisco: Expand car sharing services to serve low and moderate-income neighborhoods (Project is Con Phase Only).	Expansion	SF-050043	0	2,986
MTC	Local Road	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	SF-090030	4,340	8,962
Port of SF	Bicycle / Pedestrian	Pier 70 Shoreline Open Space Improvements	San Francisco: Port of San Francisco Pier 70: Implement Shoreline Open Space improvements including a historic preservation 22nd Street connection. Port Project listed for informational purposes only.	Enhancement	SF-070014	1,000	1,000
Port of SF	Bicycle / Pedestrian	San Francisco Cargo Way Bay Trail Bike Lanes	In San Francisco: On Cargo Way from Third Street to Jennings Street: Construct an on-street Class I bicycle facility, including a physical barrier, signage, striping, lane demarcations and signal modifications	Enhancement	SF-110014	0	474
Port of SF	Local Road	Embarcadero Corridor Transportation Improvements	San Francisco: Embarcadero corridor (China Basin & Fisherman's Wharf): Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach	Enhancement	SF-070009	1,500	5,350
Port of SF	Transit	San Francisco Downtown Ferry Terminal	San Francisco: Downtown Ferry Terminal: Transit improvements including new intermodal transfer areas, ferry facilities, bike/ped improvements, passenger amenities and P.I. provisions.	Maint/ Rehab	SF-070010	1,000	20,000
Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	San Francisco: Fisherman Wharf at Pier 41 to Pier 45: Implement transit improvements structural improvements, new intermodal transfer areas, ferry facilities, bike/ped improvements etc.	Maint/ Rehab	SF-070012	1,000	8,000
Presidio	Transit	PresidioGo Shuttle CNG Buses	Project funds acquisition of larger capacity CNG buses to provide fleet flexibility to deliver existing services with additional seating capacity to address overcrowding.	Maint/ Rehab	SF-090025	0	857
SF City/County	Bicycle / Pedestrian	San Francisco - Arelous Walker Stairway Imps	In San Francisco: Arelous Walker Stairway Improvement Project - will include leveling of stairway landings and individual stairs, repair or replace handrails, sidewalk repair and vegetation removal.	Enhancement	SF-090036	0	1,309
SF City/County	Local Road	UCSF at Mission Bay Transportation Improvements	Extensions of Owens Street and 4th Street from 16th Street to Mariposa Street; improvements to 16th Street, Mariposa Street and west side of 3rd Street.	Enhancement	SF-110002	0	24,400
SF City/County	Local Road	Mission Bay Biotech Cluster East Improvements	Realignment of TFB (Terry Francois Blvd) between Mariposa and South Street; complete extension of South Street and 16th Street from 3rd Street to TFB; improvements to Illinois Street, Mariposa Street and	Enhancement	SF-110003	0	30,800
SF City/County	Local Road	Mission Bay Residential Improvements Ph. II & III	Extend street grid west of 4th Street completing vehicular, bicycle and pedestrian circulation network for Mission Bay South residential neighborhood, and making connection to 7th Street west of Mission	Enhancement	SF-110004	0	51,400

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SF City/County	State Highway	I-280 and Mariposa Ramp Improvements	I-280 off-ramp at Mariposa widening, intersection and traffic improvements and connection to extended Owens Street.	Operations	SF-110001	700	6,500
SF County TA	Local Road	San Francisco Value Pricing and Regulation Study	San Francisco: Greater downtown area: Develop and evaluate parking-based approaches that may be comparable for the corridor pricing for the management of traffic congestion	Operations	SF-110038	0	600
SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB: Rehabilitate existing deficient bridges on the west side of the Island.	Maint / Rehab	SF-070027	159,575	197,397
SF County TA	State Highway	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	Maint / Rehab	SF-991030	297,296	1,045,002
SF County TA	Transit	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a rail-ready BRT project.	Enhancement	SF-070004	209,532	219,800
SF County TA	Transit	Van Ness Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project.	Enhancement	SF-070005	66,102	87,600
SF County TA	Transit	Oakdale Caltrain Station	Caltrain Line: New Caltrain station at Oakdale near Palou and transit service adjustments to serve station.	Expansion	SF-090011	5,275	65,178
SF County TA	Transit	Integrated Public-Private Partnership TDM Program	San Francisco: Implement pilot TDM strategies; (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation.	Operations	SF-110011	25	1,025
SF DPW	Bicycle / Pedestrian	San Francisco Point Lobos Streetscape	In San Francisco: Construct new median, clearing and installation of trees, low level shrub planting & irrigation in median.	Enhancement	SF-090038	0	595
SF DPW	Bicycle / Pedestrian	San Francisco - Marina Green Bicycle Trail Imps.	In San Francisco: Between Lyon Street and Laguna Street: Design and construct improvements to the multi-use Marina Green Trail	Enhancement	SF-110013	0	1,257
SF DPW	Local Road	San Francisco - Folsom Streetscape	San Francisco: On Folsom Street from 19th Street to Cesar Chavez: Streetscape and pedestrian improvements; and pavement rehabilitation	Enhancement	SF-110007	0	5,543
SF DPW	Local Road	San Francisco - Broadway Streetscape	San Francisco: Streetscape and pedestrian improvements Kearny Street to Montgomery Street; and pavement rehabilitation on Broadway Street from Kearny Street to Battery Street.	Enhancement	SF-110009	0	1,912
SF DPW	Local Road	South of Market Alleys Improvements, Phase 2	In San Francisco: Six alleyways in the South of Market neighborhood: Streetscape improvements include items such as new raised crosswalks, traffic chicanes, textured asphalt paving, new landscaping, and	Enhancement	SF-110012	1,766	2,340
SF DPW	Local Road	Bayview Transportation Improvements	San Francisco: Hunters Point Shipyard - Highway 101: Construct direct access to Hunters Point Shipyard from Highway 101, construct direct access route from the north and south	Expansion	SF-010038	131,515	169,000
SF DPW	Local Road	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	New local and arterial roads within the Hunters Point Phase 2 and Candlestick Point development area.	Expansion	SF-110006	450	500
SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	San Francisco: On 4th St over Mission Channel waterway; Repair, seismic retrofit, and rehabilitation of 4th St. bridge.	Maint / Rehab	SF-010004	0	40,408
SF DPW	Local Road	Citywide: San Francisco Street Improvements	San Francisco: Citywide; Implement street improvement program, including greening, streetscape and sidewalk reconstruction.	Maint / Rehab	SF-050042	0	16,859
SF DPW	Local Road	Great Highway Restoration	Implement a semi-permanent solution to restore and stabilize the Great Highway, stop bluff slides, and protect City infrastructure.	Maint / Rehab	SF-110005	2,320	13,129

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SF DPW	State Highway	SR 1 - 19th Avenue Median Improvements	In San Francisco: Median landscaping improvements along the 19th Avenue Corridor from Lincoln Way to Wawona Street.	Enhancement	SF-070025	0	1,337
SF DPW	State Highway	SR 1 - 19th Avenue Streetscape Improvements	In San Francisco: Along the 19th Avenue Corridor. Streetscape improvements including landscaping at key intersections, tree and shrub planting, pedestrian bulb-outs, and public art.	Enhancement	SF-110030	0	250
SF DPW	State Highway	Arterial from Hamey Way & Jamestown Ave. to Crisp	In San Francisco: New arterial from Hamey & Jamestown to Crisp Ave. with 4 mixed flow lanes and turn lanes	Expansion	SF-090002	5,000	55,000
SF DPW	State Highway	Hamey Way Roadway Improvements	In San Francisco: Hamey Way from US 101 to Jamestown/Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk	Expansion	SF-090004	0	22,000
SF DPW	Transit	BRT-Ped-Bike Bridge over Yosemite Slough	San Francisco: Transit Bridge on Aurelius Walker Dr. from Van Dyke Ave. to Armstrong Ave.	Expansion	SF-090006	39,000	58,000
SFDPH	Bicycle / Pedestrian	San Francisco SR2S - Education and Outreach	In San Francisco: Countywide: Expansion of the existing San Francisco SR2S education and outreach program.	Operations	SF-110015	0	590
SFMTA	Bicycle / Pedestrian	San Francisco - Various Pedestrian Signal Upgrades	In San Francisco: Installation of accessible pedestrian signals (APS) and pedestrian countdown signals for safety and access improvement.	Enhancement	SF-090029	0	466
SFMTA	Bicycle / Pedestrian	Phelan Loop Pedestrian and Street Beautification	In San Francisco: Phelan Loop at Ocean Ave, Geneva Ave and Phelan Ave. Pedestrian and Street Beautification: Construct new sidewalks, ped signals, accessible ramps, textured crosswalks, landscape.	Enhancement	SF-090037	0	10,696
SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Parking	In San Francisco: Various Locations: Up to 1,186 bicycle parking spaces will be installed using a variety of bicycle storage facilities including but not limited to on-street corrals and off-street racks.	Enhancement	SF-090039	0	235
SFMTA	Bicycle / Pedestrian	Church and Duboce Bike / Pedestrian Enhancements	San Francisco: Church Street at Market Street and on Noe Street between Duboce Avenue and 14th Street: Install and construct pedestrian and bicycle safety improvements including: curb cuts and signal	Enhancement	SF-090041	0	474
SFMTA	Bicycle / Pedestrian	Sunset Boulevard Ped Safety and Education	San Francisco: On a two-mile stretch of Sunset Boulevard between Irving Street and Ocean Avenue: Install 4 ped signals, countdown features and accessible pedestrian signals (APS) for visually impaired	Enhancement	SF-090042	633	1,299
SFMTA	Bicycle / Pedestrian	Sunset and AP Giannini SR2S Improvements	In San Francisco: On neighborhood streets near Sunset Elementary School and AP Giannini Middle School: Construct a bike lane and pedestrian safety & traffic calming improvements.	Enhancement	SF-110029	0	804
SFMTA	Bicycle / Pedestrian	SF Crosswalk Conversion	San Francisco: At 12 uncontrolled crosswalks: Implement continental crosswalks and advance yield lines; At 21 signal or STOP controlled intersections: Implement continental crosswalks	Enhancement	SF-110040	346	365
SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Route Improvements	San Francisco: Develop and implement preferred designs for closing existing gaps in the San Francisco Bicycle Route Network.	Expansion	SF-070036	2,350	5,485
SFMTA	Bicycle / Pedestrian	Linked Priced Electric Bikesharing	Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems, at high demand parking locations in San Francisco and select Bay Area	Expansion	SF-110037	3,175	4,456
SFMTA	Bicycle / Pedestrian	SF Ped Safety and Encouragement Campaign	San Francisco: City-wide, 18-month pedestrian safety and encouragement campaign	Operations	SF-110039	851	1,000
SFMTA	Local Road	Second St Phase 1 - SFGo Signal Rehab and Upgrade	San Francisco: On 2nd St. between Market and Bryant: Design and install upgraded replacement underground interconnect conduits, pull boxes, fiber cables, and signal controllers	Enhancement	SF-110008	0	841
SFMTA	Local Road	SFGO-Corridor Management	Focused on the US 101 /Van Ness and Market Street corridors: Install new communications network and advanced traffic signal control systems with elements citywide.	Operations	SF-070030	0	54,871

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SFMTA	Local Road	SF Downtown Parking Pricing	San Francisco: Downtown: Implement variable pricing program using the Translink Electronic Toll system and other systems.	Operations	SF-070040	0	46,000
SFMTA	Transit	SFMTA: N-Judah Mobility Maximization Project	SFMTA: On the N-Judah transit Corridor - enhancements include but are not limited to the following: Colonizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and Enhanced stop	Enhancement	SF-110042	4,237	4,237
SFMTA	Transit	SFMTA: Mission Mobility Maximization	San Francisco: on Mission Corridor: implement enhancements to transit including but not limited to the following: Colonizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and	Enhancement	SF-110043	9,430	9,430
SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	Expansion	SF-010037	207,838	1,570,000
SFMTA	Transit	Glen Park Intermodal Facility	Muni: Glen Park Facility: Transit connectivity enhancements to improve connections between Muni and BART.	Expansion	SF-050039	0	4,295
SFMTA	Transit	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park: Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	Expansion	SF-070003	800	1,500
SFMTA	Transit	Mission Bay Trolley Coach Extension	San Francisco: Design and construct extensions of the 22-Fillmore and 30-Stockton or 45-Union/Stockton trolley coach lines into the Mission Bay area.	Expansion	SF-070006	0	4,500
SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Addition of 10 light rail vehicles to expand service and reduce overcrowding on Muni Light rail lines.	Expansion	SF-090012	700	44,473
SFMTA	Transit	Geneva/Harney Limited/Express Bus Service	Muni: Procure, provide and customize 22 vehicles to operate Bus Rapid Transit service on existing streets in the Geneva/Harney corridor anticipating future ROW improvements	Expansion	SF-090013	1,000	28,000
SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Muni: Transit Center in Candlestick Point: Includes widening roadway for bus loading zones, Low-level platform etc.	Expansion	SF-090015	5,300	6,000
SFMTA	Transit	Transit Center in Hunters Point	Muni: Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters, Electrical subbank for MUNI power, etc	Expansion	SF-090016	2,000	22,000
SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Muni: Procure and customize 20 trolley vehicles to operate new peak-period Bus Rapid Transit Service between Hunters Point and Downtown San Francisco.	Expansion	SF-090017	2,200	22,000
SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Muni: Procure, provide and customize 18 vehicles to operate High-Capacity Bus Service on existing transit corridor in the Bayview anticipating future Transit-Preferential Streets improvements.	Expansion	SF-090018	5,000	23,000
SFMTA	Transit	Extended Trolleybus Service into Hunters Point	SFMTA: Procure 5 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point	Expansion	SF-090019	0	51,000
SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Extn	SFMTA: Extension of Geneva Harney BRT with an additional 0.35 miles from Bayshore/Geneva to Bayshore Transit Center. Includes special bus shelters/landscaping/art for identity	Expansion	SF-090020	19,400	24,000
SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Porto	SFMTA: Construct improvements for motorcoach BRT in exclusive right-of-way on Geneva from Balboa BART to Naples. Construct TPS treatments on Geneva from Naples to Bayshore Blvd. Includes special	Expansion	SF-090021	2,200	53,000
SFMTA	Transit	Trolley Coach Extension Program	SFMTA: Extend existing trolley coach lines to improve transit rider connectivity, reduce the need for passenger transferring activity, replace motor coach line segments, provide direct connections to	Expansion	SF-090022	400	5,400
SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney Way Po	Muni: Implements high-frequency transit service linking to major hubs in the City and to regional transit. It includes building infrastructure and rolling stock. Excludes actual widening of ROW	Expansion	SF-090023	8,230	148,930

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SFMTA	Transit	Misc Security Improvements & Graffiti Prevention	Muni: Security improvements for facilities, vehicles and equipment. Includes, but not limited to, CCTV, fencing, gates, lighting, electronic signage, and prompt graffiti cleanup to secure Muni assets and	Maint / Rehab	SF-030004	0	26,456
SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Muni: Replacement of life-expired fare collection equipment	Maint / Rehab	SF-030013	0	38,816
SFMTA	Transit	SFMTA: Train Control & Trolley Signal Rehab/Replace	SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems.	Maint / Rehab	SF-050024	0	54,082
SFMTA	Transit	SFMTA: Escalator Rehabilitation	SFMTA: Replace 26 escalator at 7 stations in the Muni Metro System.	Maint / Rehab	SF-050026	0	20,290
SFMTA	Transit	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	Maint / Rehab	SF-050034	6,012	47,184
SFMTA	Transit	Central Control - Facility Replacement	Reconstruct and modernize the Transit Central Control Facility and systems therein.	Maint / Rehab	SF-070007	0	50,730
SFMTA	Transit	SFMTA: Trolley Coach Replacement	SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches.	Maint / Rehab	SF-070045	0	102,955
SFMTA	Transit	SFMTA: Rehab 170 Neoplans	SFMTA: Rehabilitate 170 Neoplans to extend the useful life.	Maint / Rehab	SF-070046	0	21,890
SFMTA	Transit	SF Muni - Preventive Maintenance	SF Muni - Preventive Maintenance	Maint / Rehab	SF-090031	0	13,285
SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco: preserve service and replace 60 paratransit vehicles.	Maint / Rehab	SF-090035	0	4,153
SFMTA	Transit	SFMTA: Motor coach replacement- 45 NABI buses	SFMTA: Replace 45 NABI standard motor coaches that are at the end of their useful life.	Maint / Rehab	SF-090043	321	16,436
SFMTA	Transit	SF Muni Rail Replacement Program, Part B	SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines.	Maint / Rehab	SF-950378	0	130,087
SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul.	Maint / Rehab	SF-970073	0	19,955
SFMTA	Transit	SFMTA: Trolley Overhead Recon Program	San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines.	Maint / Rehab	SF-970170	1,845	148,711
SFMTA	Transit	Islands Creek Motor Coach Facility	Muni: Islands Creek Motor Coach Facility: Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance	Maint / Rehab	SF-990004	0	120,985
SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car Traction Power and Guideway Rehab: Repair various guideway and infrastructure & make improvements to the cable car system.	Maint / Rehab	SF-99T002	0	73,770
SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	SFMTA: San Francisco: Rehabilitation of historic light rail vehicles for operation.	Maint / Rehab	SF-99T005	0	87,394
SFMTA	Transit	SFMTA: TEP Capital Implementation Program	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	Operations	SF-090032	1,000	7,624

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SFMTA	Transit	SFMTA Transportation Asset Management System	San Francisco: SFMTA will implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and	Operations	SF-110010	0	11,000
SFMTA	Transit	San Francisco Market & Haight St Transit/Ped Imps	San Francisco: Haight St. between Laguna and Market St. Convert to two way for transit operations. this includes work on the overhead wires, traffic signals, and streetscape/pedestrian improvements.	Operations	SF-110016	0	4,572
SFMTA	Transit	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	Operations	SF-990003	0	19,427
SFMTA	Transit	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	Operations	SF-990022	19,340	197,588
TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext - Ph. 2	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	Expansion	SF-050002	0	638,811
TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	San Francisco: Transbay Transit Center. TIFIA Loan debt service for Phase 1 & 2.	Expansion	SF-070029	4,243	1,184,902
TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph. 1	San Francisco: Transbay Transit Center, Replacement and expansion of the terminal at the present site.	Maint / Rehab	SF-010015	273,069	1,588,776
TOTAL FOR SAN FRANCISCO COUNTY						1,728,315	9,765,914

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SAN MATEO COUNTY							
BART	Transit	Daly City BART Station Improvements	At the Daly City BART station: improve wayfinding signage, bicycle access improvements, and shuttle stop enhancements.	Enhancement	SM-070030	0	1,290
BART	Transit	BART: Preventive Maintenance	BART: Systemwide; Preventive Maintenance	Maint / Rehab	SM-050005	0	33,214
Belmont	Bicycle / Pedestrian	US 101 Belmont Bike/Ped Bridge	Belmont: Between Hilier St. and the Belmont Sports Complex Conference Center; Construct a 2.448" bicycle/pedestrian bridge, including bike path approaches and ramps.	Expansion	SM-070005	0	8,230
Brisbane	Bicycle / Pedestrian	Bayshore Corridor North South Bikeway	Installation for Phase II of a Class II Bikeway which requires AC paving, restriping, and installation of signage. A small segment of the bikeway will require construction of a center concrete barrier.	Enhancement	SM-090041	0	803
Brisbane	State Highway	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	Enhancement	SM-090004	0	13,710
Burlingame	Local Road	Burlingame Ave. and Broadway Districts Streetscape	Burlingame: Burlingame Avenue and Broadway from El Camino Real to California Drive and on California Drive from Broadway to Burlingame Avenue; upgrades / replace lighting for pedestrians.	Enhancement	SM-110008	0	370
Burlingame	Local Road	Burlingame - Federal Grant Street Resurfacing	In Burlingame: Bloomfield Road from Oak Grove Avenue to Peninsula Avenue, Bernal Avenue from Carmelita Avenue to Hillside Drive, and Rosedale from California Drive to El Camino Real; Rehabilitate	Maint / Rehab	SM-110016	0	418
Caltrain	Transit	Caltrain grade separation program	Along the Caltrain line, provide grade separations of existing crossings at San Bruno, San Mateo, and Angus Avenues in San Bruno and the demolition of the existing San Bruno Station, and reconstruct it	Enhancement	SM-090021	0	147,050
Caltrain	Transit	South SF Station Improvement Project	Caltrain: Construct 2 tracks, grade separate railroad and relocate South San Francisco Station	Expansion	SM-030030	0	28,224
Caltrain	Transit	Caltrain Express: Phase 2	Redesign of the SF and SJ terminals and approaches to add capacity & provide station amenities to accommodate all rail operators; and advanced signal technology.	Expansion	SM-070008	4,450	187,034
Caltrain	Transit	Dindon St./Track/Signal/Term Rehab Upgrade	San Jose: Dindon Station: Rebuild tracks, platforms, terminal facilities and subways to improve operations for users, includes Caltrain, Amtrak, Capitol Corridor, ICE and UPRR.	Maint / Rehab	JPB991001	0	30,740
Caltrain	Transit	Tilton-Poplar Grade Separation	City of San Mateo: Caltrain Corridor - Reconstruct existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separation structures	Maint / Rehab	SM-010054	0	17,302
Caltrain	Transit	Signal Replacement and Upgrade Program	Caltrain: Design, procure and installation new intermediate signals at multiple locations on the Caltrain right of way and replacement of a spring switch with a power switch at CP Stockton.	Maint / Rehab	SM-070033	0	1,848
Caltrain	Transit	Narrow Banding Project	Caltrain: Develop a project strategy plan to identify Caltrain's radio equipment that cannot be modified/reprogrammed to narrow bridge banding and to produce a master voice systems plan.	Maint / Rehab	SM-090001	0	2,593
Caltrain	Transit	Caltrain - Systemwide Security	Caltrain: Security enhancements such as fencing, the installation of panic buttons, fire alarms, surveillance/communication equipment and site hardening of facilities along the Caltrain Corridor.	Operations	SM-030010	0	15,213
Caltrain	Transit	Caltrain ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	Operations	SM-050040	0	1,443
Caltrain	Transit	VMS-PA Systems Integration	Caltrain: Develop integrated visual messaging signs (VMS) and a public address (PA) system.	Operations	SM-070032	0	1,100

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Caltrans	State Highway	San Mateo County: Install TMS Elements	In San Mateo County, from Santa Clara County line to San Francisco county line. Install TMS Elements.	Enhancement	SM-090023	0	2,163
Caltrans	State Highway	I-280 Wildlife Connectivity Research	Research wildlife connectivity on the I-280 Corridor	Enhancement	SM-110004	468	468
Caltrans	State Highway	US 101 Auxiliary Lanes - 3rd to Millbrae	Cities of San Mateo & Millbrae: Route 101 from 3rd Ave. in San Mateo to Millbrae Avenue in Millbrae; Construct new Auxiliary Lanes, reconstruct overcrossing & install ramp meters.	Expansion	SM-010031	0	188,240
Caltrans	State Highway	US 101 Auxiliary Lanes - Marsh Road to SCL County	San Mateo County: On US 101 from Santa Clara County Line to Marsh Road; Construct new Auxiliary Lanes.	Expansion	SM-030001	0	107,223
Caltrans	State Highway	US 101 / Broadway Interchange Improvement	City of Burlingame: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure.	Expansion	SM-050028	54,867	79,318
Caltrans	State Highway	SR 1 Devils Slide Bypass	San Mateo County: SR 1 between 2nd Street in Montara and Linda Mar Boulevard in Pacifica; Construct new bypass with tunnel(s) and approaches.	Maint / Rehab	SM-979013	182,027	504,893
Caltrans	State Highway	SR 82-El Camino Real Signal Coordination	Menlo Park and Millbrae: Along El Camino Real; Upgrade traffic signals, controllers and interconnect traffic signals.	Operations	SM-070003	0	7,135
CCAG	Bicycle / Pedestrian	San Mateo County SR25 Program	San Mateo County: Countywide; Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested	Operations	SM-110022	0	1,615
CCAG	Local Road	San Mateo Countywide ITS Improvements	San Mateo County: Countywide; ITS improvements at various locations in San Mateo County.	Operations	SM-070002	4,298	4,298
CCAG	Local Road	San Mateo County Traffic Incident Management	In San Mateo County: Implement traffic incident management strategies by deploying Intelligent Transportation System (ITS) elements.	Operations	SM-070037	1,977	27,794
CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	East Palo Alto: Dumbarton Bridge at US 101; Study of connection between the Dumbarton Bridge and Highway 101. SAFETEA Earmark HPP #3062 (\$400K)	Operations	SM-070029	478	478
Daily City	Bicycle / Pedestrian	SR 82 Daily City-Mission St. Pedestrian Imps. - Ph I	Daily City: Corner of Mission St. & John Daly Blvd & on Mission St. from John Daly Blvd to Alp St.; Construct transit & ped improvements including crossing & real time transit info (TLC/HIP).	Enhancement	SM-050046	0	2,632
Daily City	Bicycle / Pedestrian	Daily City - Citywide Accessibility Improvements	Daily City: Various locations throughout the City; Project includes accessibility enhancements	Enhancement	SM-110009	0	520
Daily City	Local Road	Daily City Street Rehab Program	Daily City: On Junipero Serra Blvd from Washington St to the City Limit near D St; Hoffman St between Hillside Blvd and Lausanne Ave, San Pedro Rd between Mission St and Junipero Serra Blvd; rehabilitate	Maint / Rehab	SM-110017	0	1,296
East Palo Alto	Bicycle / Pedestrian	US 101 University Ave Overpass Bike/Ped Facility	E. Palo Alto: On University Ave across US 101 b/w Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769	Expansion	SM-070006	2,399	2,399
East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	E. Palo Alto: On Bay Rd b/w University & Fordham (Ph II) & b/w Clarke/Jillinois & Cooley Landing Ph. III; Improvements including resurfacing, streetscape, bike lanes, & other improvements. HPP #708	Maint / Rehab	SM-070004	10,456	11,880
Foster City	Local Road	Triton Drive Widening	In Foster City: Construct additional eastbound lane on Triton Drive between Foster City Blvd. and Pilgrim Drive. In addition, re-stripe Metro Center Boulevard and re-align traffic median on east bound MCB	Expansion	SM-090005	700	850
Foster City	State Highway	State Route 92/Chess Drive - Ramp Widening Project	In Foster City: At the SR 92/Chess Drive intersection; widen on and off ramps	Expansion	SM-090006	1,500	2,500

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Half Moon Bay	Bicycle / Pedestrian	Highway 1 Bicycle/Pedestrian Trail	In Half Moon Bay: On State Route 1 between Kehoe Avenue and Roosevelt Boulevard: Construct a paved bicycle/pedestrian trail	Expansion	SM-110027	0	595
Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Menlo Park: Marsh Road, Middlefield Road, Middle Avenue and Sand Hill Road, pavement rehabilitation.	Maint / Rehab	SM-110014	0	450
Millbrae	Bicycle / Pedestrian	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge. Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	Expansion	SM-050053	1,062	12,462
Millbrae	State Highway	El Camino Real & Victoria Ave Pedestrian Crossing	In Millbrae: El Camino Real and Victoria Avenue Pedestrian Crossing Enhancement	Enhancement	SM-090017	0	481
MTC	Local Road	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	SM-090024	4,246	8,792
MTC	State Highway	Dumbarton Bridge Seismic Retrofit	San Francisco Bay Area: Dumbarton Bridge: Upgrade the Dumbarton Bridge to meet all current seismic and safety design standards	Maint / Rehab	SM-130001	33,600	33,600
Pacifica	State Highway	SR 1 - Fassler to West Port Drive Widening	Pacifica: Rte 1 between Fassler Ave. & West Port Dr.; Add an additional lane in each direction.	Expansion	SM-050001	25,100	37,300
Pacifica	State Highway	SR 1 San Pedro Creek Bridge Replacement	Pacifica: On State Route 1 at San Pedro Creek; Replace bridge and roadway approaches within Caltrans right of way. No new travel lanes.	Maint / Rehab	SM-050052	3,000	9,250
Redwood City	Bicycle / Pedestrian	Bair Island Bay Trail Improvements	Redwood City: From the U.S. 101 auxiliary lane bike path (Class I) terminating at Whipple Avenue, to the existing Class II bike lanes of Bair Island Road: Provide a gap closure in the bike path	Expansion	SM-110025	0	431
Redwood City	Bicycle / Pedestrian	Skyway/Shoreway Bike Route Improvements	Redwood City, San Carlos, Belmont: On Skyway Rd, Airport Rd and Shoreway Rd: Construct a new 1.6 mile long bike route extending through multiple jurisdictions.	Expansion	SM-110026	0	289
Redwood City	Local Road	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased.	Expansion	SM-090007	100	5,000
SamTrans	Bicycle / Pedestrian	SR 82 - El Camino Real Grand Boulevard Initiative	El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown.	Enhancement	SM-050051	385	4,499
SamTrans	Bicycle / Pedestrian	GBI: Removing Barriers to Livable Communities	Daly City: El Camino Real: Develop strategies for removing barriers to livable communities includes five focus areas: (1) street design, (2) economic development and housing, (3) infrastructure, (4)	Enhancement	SM-110006	0	1,397
SamTrans	Local Road	Making the Last Mile Connection TDM Program	Redwood City: Implement TDM strategies including: carshare pods at Redwood city Caltrain station and downtown sites, short-distance vanpools, telework and flex-schedules, and residential and	Operations	SM-110005	0	1,818
SamTrans	Transit	Reconfiguration of San Carlos Transit Center	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local	Enhancement	SM-110054	4,984	4,984
SamTrans	Transit	SAMTRANS Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	Maint / Rehab	SM-030023	0	45,871
SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for administration, maintenance, and operations at the Central Administrative facility, the	Maint / Rehab	SM-070049	933	1,233
SamTrans	Transit	SAMTRANS Service Support Vehicles	SamTrans: This project will replace (9) non-revenue service support vehicles that have reached the end of their useful life	Maint / Rehab	SM-090019	0	322

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SanTrans	Transit	SamTrans: Replacement of 10 Paratransit Minivans	SamTrans: Purchase of 10 replacement minivans to replace 10 2007 Eldorado American minivans that have exceeded their useful life.	Maint / Rehab	SM-090042	0	505
SanTrans	Transit	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	SAMTRANS: Replace 10 2005 El Dorado 22' cutaways.	Maint / Rehab	SM-110052	274	1,505
SanTrans	Transit	SAMTRANS: Advanced Communication System Upgrades	SAMTRANS: Upgrade Advanced Communication System (ACS). ACS is a set of interrelated radio and computer components deployed at SamTrans dispatch centers and onboard vehicles	Operations	SM-110053	369	10,700
SanTrans	Transit	SAMTRANS: Capital Maintenance-Fuel	SamTrans: Purchase pay fuel expenses for providing public transit bus service as part of the FTA "Fuel as Capital Maintenance" program	Operations	SM-110056	4,183	4,183
SanTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy	SamTrans: ADA Paratransit Operating Subsidy.	Operations	SM-990028	1,249	4,723
San Bruno	Bicycle / Pedestrian	San Bruno Transit Corridor Ped Connection Improvmt	San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape	Enhancement	SM-110012	0	338
San Bruno	Local Road	San Bruno Street Medians and Grand Blvd Improvmt	San Bruno: El Camino Real (SR 82), San Bruno Avenue, Sneath Lane and other Arterials - Median enhancements	Enhancement	SM-110011	0	838
San Bruno	State Highway	SR 82 El Camino Real: Grand Boulevard Initiative	San Bruno: Along El Camino Real & along San Bruno Ave. Install or upgrade landscaping and add irrigation systems in the medians plus other beautification enhancements.	Enhancement	SM-070031	0	1,079
San Carlos	Bicycle / Pedestrian	East Side Community Transit Connectivity Improvmt	In San Carlos, on Old County Road between Brittan Ave and Belmont City Limits and on East San Carlos Ave between Old County Rd and Industrial Rd, provide pedestrian and bicycle enhancements.	Expansion	SM-110028	0	2,771
San Carlos	Local Road	San Carlos Pavement Rehab Program	San Carlos: Howard Avenue between Old County Road and Industrial Road, Elm Drive between San Carlos Avenue and Magnolia Avenue (excluding the part that was recently resurfaced), and all of Club	Maint / Rehab	SM-110019	0	530
San Carlos	State Highway	US101/Holly Interchange modification	City of San Carlos: At Holly St / 101 Interchange Modification; Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop	Operations	SM-090008	2,500	3,000
San Mateo	Bicycle / Pedestrian	Delaware Street Bike Lane and Streetscape	In City of San Mateo: On Delaware Street between Charles Lane and Guilford Avenue; Bicycle/pedestrian improvements	Enhancement	SM-110007	0	1,205
San Mateo	Bicycle / Pedestrian	El Camino Real Phase I Improvement	El Camino Real (SR82) between 28th & 31st Ave - Grand Blvd Initiative improvements	Enhancement	SM-110010	0	1,102
San Mateo	Local Road	San Mateo Street Rehab of Various Fed. Aid Routes	City of San Mateo: Various Routes: Roadway Rehabilitation	Maint / Rehab	SM-110021	0	1,518
San Mateo	Local Road	Smart Corridor Initial Implementation Project	In the City of San Mateo - install PTZ, and closed circuit television cameras, flush plans, upgraded traffic signal controllers, trailblazers signs (TBS), arterial system detection station and upgrade	Operations	SM-090054	0	1,940
San Mateo	State Highway	SR92/El Camino Real (SR82) Ramp Modifications	Modify existing on/off ramps at the SR92/El Camino Real (SR82) interchange to improve the ingress and egress of the interchange.	Enhancement	SM-110047	4,375	10,000
San Mateo Co	Bicycle / Pedestrian	San Mateo County Bike and Ped. Enhancements	San Mateo County: Various locations Countywide: Replace or install new: bike lane striping, bike signage, shoulder backing, pedestrian crosswalk and pavement legends.	Enhancement	SM-090020	0	200
San Mateo Co	Bicycle / Pedestrian	CSRT South of Dam Conversion	San Mateo County: 4,480-foot section of existing SFPUC service road: Convert to Crystal Springs Regional Trail South of Dam Project	Expansion	SM-110024	674	1,125

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
San Mateo Co	Local Road	San Mateo Co. Pavement Program	San Mateo County: Various Streets: The work consists, in general, of pavement repair, adding new curb ramps and/or updating existing curb ramps, and an AC overlay with pavement reinforcing fabric.	Maint / Rehab	SM-110020	0	1,700
San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	In Pescadero: On Pescadero Creek Road between Hwy 1 and Cloverdale Road; Rehabilitate roadway including replacement of striping and pavement markings.	Maint / Rehab	SM-110035	0	1,210
SMCTA	Local Road	Widen Woodside Rd from 4 to 6 lanes btw ECR and BW	Redwood City: Widen portions of Woodside Road from 4 to 6 Lanes from El Camino Real to Broadway	Expansion	SM-090011	2,700	2,700
SMCTA	State Highway	SR 92 Shoulder Widening & Curve Correction	Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes.	Expansion	SM-010002	300	5,300
SMCTA	State Highway	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside: Reconstruct and reconfigure interchange.	Expansion	SM-050027	37,500	50,300
SMCTA	State Highway	Construct WB lane on Rte 92	In San Mateo County: On Route 92; Construct a West Bound portion of slow vehicle passing lane in the vicinity between Route 35 to I-280.	Expansion	SM-090003	300	56,500
SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty Line	San Mateo County: On US 101; Construct auxiliary lanes from Sierra Point to SF County Line	Expansion	SM-090009	5,100	6,400
SMCTA	State Highway	Improve Rte 92 from SM Bridge to I-280	In San Mateo County: On Route 92; Widen and add an uphill passing lane from US 101 to I-280.	Expansion	SM-090013	700	35,300
SMCTA	State Highway	Route 1 Improvements in Half Moon Bay	In Half Moon Bay: On Route 1; channelize at local intersections to provide safer access and extend the northerly 4-lane section north of Strawberry Shopping Center Road to the Half Moon Bay city limits	Expansion	SM-090015	350	6,550
SMCTA	State Highway	US 101 Aux lanes from San Bruno Ave to Grand Ave	On US 101; Addition of auxiliary lanes in the north and southbound directions between San Bruno Ave to Grand Ave. Appx. 1.7 miles	Expansion	SM-090016	36,400	46,000
SMCTA	State Highway	US 101 / Willow Road Interchange Reconstruction	Mentlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	Maint / Rehab	SM-010047	25,942	32,951
SMCTA	State Highway	I-280/Route 1 interchange safety improvements	Daly City: Implement interim safety and operational improvements at the I-280/Route 1 interchange.	Operations	SM-090010	300	20,100
SMCTA	State Highway	Improve US 101 operations near Rte 92	City of San Mateo: On US 101; Operational improvements near Route 92	Operations	SM-090014	3,711	26,411
SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Dumbarton Bridge: Rail service over the Dumbarton bridge.	Expansion	SM-050002	77,309	301,036
SSF	Bicycle / Pedestrian	South San Francisco: Regional Gap Closure Project	South San Francisco: Various locations: Install class II bike lanes and sharrows throughout the City, as well as provide pavement repairs on the bike lane roadway segments.	Expansion	SM-110023	0	342
SSF	State Highway	Utah Avenue (Produce Avenue) Overcrossing	This project will develop a construct a local interchange over highway 101 and ramp improvements at Oyster Point, Miller Avenue, Wondercolor Lane, and Grand Avenue.	Expansion	SM-110003	1,040	15,470
WETA	Transit	WETA Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	Expansion	SM-110002	2,000	15,000
TOTAL FOR SAN MATEO COUNTY						544,306	2,275,591

Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SANTA CLARA COUNTY							
Caltrain	Transit	Accessible Capital Enhancement	Caltrain: Between San Francisco & San Jose: Accessibility Improvements at various Caltrain stations.	Maint / Rehab	JPB991004	0	7,707
Caltrans	Local Road	Stanford U Parking Pricing w/ Off-Peak Incentives	Santa Clara County: At Stanford University: Strategies to manage traffic and parking	Operations	SCL090073	0	2,948
Caltrans	State Highway	SR 87 Guadalupe Freeway Corridor Landscaping	In San Jose: On SR-87 from Julian St to route 101; Landscaping along new corridor improvements (Also see SCL990041).	Enhancement	SCL030008	0	8,925
Caltrans	State Highway	US 101 / SR 87-Trimble Road Landscaping	San Jose: US 101 from 0.8 km south of the SR-87/US-101 separation to 0.4 km north of Trimble Rd; Landscaping Mitigation.	Enhancement	SCL050013	0	2,390
Caltrans	State Highway	I-280 Roadway Rehabilitation in San Jose	In San Jose, on I-280 from Cypress Avenue Pedestrian Overcrossing to Tantau Avenue. Rehabilitate roadway	Maint / Rehab	SCL090033	0	17,056
Campbell	Local Road	Hacienda Avenue Improvements	In Campbell: On Hacienda Avenue between Winchester Boulevard and Virginia Avenue: Construct bike lanes, on-street parking, accessibility ramps, park strip with street trees & shrubbery, sidewalk in-fill.	Enhancement	SCL110116	680	680
Campbell	Local Road	Campbell Avenue Portals Bike/Ped Facilities	In Campbell: Campbell Avenue: Pedestrian- and bicycle-friendly enhancements	Expansion	SCL110028	0	4,200
Cupertino	Local Road	Cupertino Various Streets Rehabilitation	In Cupertino: Bubb Road (McClellan rd. to Stevens Creek Blvd); McClellan Road (Orange Ave to Bubb Rd); Wolfe Road (S. side of I-280 to N. side of I-280: Local Streets Pavement Rehab.	Maint / Rehab	SCL110022	0	602
Gilroy	Bicycle / Pedestrian	Gilroy New Roman Channel and Lions Creek Trail	In City of Gilroy: On Roman channel levee from Sixth St to Leavestey Rd and Lions Creek levee from Kern to Tapestry Dr: Bicycle pedestrian trails.	Expansion	SCL110032	3,402	4,162
Gilroy	Bicycle / Pedestrian	Gilroy School Crossings, Sidewalks & Bicycle Lanes	In Gilroy: Multiple Locations: Provide school crossing improvements, fill in sidewalk gaps, and extend bicycle lanes.	Expansion	SCL110049	0	938
Los Altos Hills	Bicycle / Pedestrian	Safe Routes to Los Altos Hills Schools	In Los Altos Hills: Widen bike path, both unpaved and paved, along Fremont Road between W. Edith Avenue and Concepcion Road and then continue on W. Edith for approximately 415 feet before the	Expansion	SCL110056	0	1,127
Milpitas	Bicycle / Pedestrian	Escuela Parkway Pedestrian and Bicycle Enhancement	Milpitas: Along the east side of the Parkway: install shade trees and irrigation on the west side of the Parkway; and a bus pullout	Enhancement	SCL110055	0	568
Milpitas	State Highway	SR 237 - Calaveras Blvd Widening	Milpitas: Calaveras Boulevard from Town Center Drive to Abel Street; widen roadway from 4 to 6 lanes.	Expansion	SCL050077	2,000	4,500
Morgan Hill	Local Road	Butterfield Boulevard Extension from Tennant Avenue	Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road.	Expansion	SCL090018	0	20,637
Palo Alto	Bicycle / Pedestrian	Palo Alto California Avenue Transit Hub	Palo Alto: On California Ave between El Camino Real (SR82) and the California Avenue - Park Blvd Plaza; streetscape, traffic calming, and Park Blvd Plaza improvements.	Enhancement	SCL110037	1,400	1,600
Palo Alto	Local Road	Citywide Traffic Signal upgrade	In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear.	Operations	SCL050091	0	458
San Jose	Bicycle / Pedestrian	San Carlos Multimodal Streetscape Improvements	In San Jose: On San Carlos St. from 2nd St. to 4th St.: pedestrian-oriented improvements to enhance pedestrian accessibility to public transit including VTA's light rail and bus system that will link San Jose	Enhancement	SCL090045	0	1,843

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail-Tasman Drive Underpass	In San Jose: along the Lower Guadalupe River Trail beneath Tasman Drive referred to Tasman Drive Underpass.	Enhancement	SCL090046	825	825
San Jose	Bicycle / Pedestrian	Innovative Bicycle Detection System	San Jose: Test technologies on San Fernando Street and William/Bollinger streets, identify "best" technology, implement on additional city bikeways.	Enhancement	SCL110016	0	1,890
San Jose	Bicycle / Pedestrian	San Fernando Street Enhanced Bikeway & Ped Access	In San Jose: along San Fernando Street between Cahill Street and 10th Street: enhance pedestrian and bicycle accessibility along San Fernando Street between Cahill Street and 10th Street.	Enhancement	SCL110033	0	1,727
San Jose	Bicycle / Pedestrian	San Jose - San Carlos Multimodal Phase 2	In San Jose: Along the south side of San Carlos Street between Second Street and Market Street. The proposed project encompasses pedestrian-oriented improvements along the south side of San Carlos	Enhancement	SCL110034	0	2,646
San Jose	Bicycle / Pedestrian	San Jose Walk N Roll - Safe Access	35 schools in San Jose: Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.	Enhancement	SCL110057	556	653
San Jose	Bicycle / Pedestrian	Park Avenue Multi-Modal Improvements	In San Jose: Improve pedestrian and bicycle facilities along Park Avenue between Hedding and Montgomery Streets.	Enhancement	SCL110117	1,751	1,820
San Jose	Bicycle / Pedestrian	St. John Street Multi-Modal Improvements - Phase 1	In San Jose: Improve bicycle and pedestrian facilities along St John Street between North Market Street and North Almaden Boulevard.	Enhancement	SCL110118	1,794	1,876
San Jose	Bicycle / Pedestrian	Almaden Expressway Ped. Bridge	San Jose: Pedestrian bridge over Almaden Expressway and Guadalupe Creek to connect nearby trails and to the Almaden Light Rail Station	Expansion	SCL050039	0	12,835
San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail	In San Jose: From I-880 to Bay Trail; Construct 6.4 mile trail including pavement, gateways, seating, signage, etc. HPP# 1943	Expansion	SCL050081	0	13,296
San Jose	Bicycle / Pedestrian	Bay Trail Reach 9	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Preparation of CNST and ENVR documents for 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses	Expansion	SCL050082	0	2,378
San Jose	Bicycle / Pedestrian	Coyote Creek Trail	In San Jose: from Highway 237 to Story Road; Master plan, design and construction of a trail.	Expansion	SCL050083	0	14,769
San Jose	Bicycle / Pedestrian	Downtown Couplet Conversion Projects	In San Jose: Conversions of one-way couplets to two-way streets; reduce lanes; add bike lanes along 10th/11th Streets, Almaden/Vine, and 2nd/3rd Streets.	Expansion	SCL090004	22,000	22,000
San Jose	Bicycle / Pedestrian	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	In San Jose: Los Gatos Creek Trail between San Carlos St. and Montgomery Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	Expansion	SCL110029	50	4,800
San Jose	Local Road	North San Jose Intersection Improvements	In San Jose: Improve the North 1st Street "core area grid."	Enhancement	SCL090007	3,000	61,000
San Jose	Local Road	San Jose: Various Intersection Improvements	In San Jose: Construct various intersection improvements.	Enhancement	SCL090008	6,000	29,000
San Jose	Local Road	Montague Expressway/Tribble interchange improvement	In San Jose: Construct a new flyover interchange at Tribble and Montague Expressway.	Enhancement	SCL090009	32,000	32,000
San Jose	Local Road	Widen Montague Exp between Lick Mill-Trade Zone	In San Jose: On Montague Expressway between Lick Mill and Trade Zone: widen to 8 lanes	Enhancement	SCL090010	13,000	13,500
San Jose	Local Road	Branham Ln/Monterey Hwy Grade Crossing Design	In San Jose: Branham Lane/Monterey Highway Intersection in San Jose. Complete preliminary design. The City has completed conceptual engineering for a below grade intersection at this location.	Enhancement	SCL090036	0	570

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San Jose	Local Road	San Jose: Alameda - A Plan for The Beautiful Way	In San Jose: Along Alameda from Stockton Ave to Fremont St.; improve pedestrian mobility with improved facilities including enhanced crosswalks, sidewalks and signage.	Enhancement	SCL110001	100	4,323
San Jose	Local Road	Charcot Avenue Extension over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	Expansion	SCL090003	2,200	34,000
San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor Street	In San Jose: Coleman Ave from I-880 to Taylor St: Widen from 4 to 6 lanes	Expansion	SCL090005	13,000	13,000
San Jose	Local Road	Autumn Street Extension	In San Jose: Autumn St between Coleman and Park Ave: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand	Expansion	SCL110006	30,000	35,000
San Jose	Local Road	San Jose 2012 Streets Resurfacing and Rehab	San Jose: Various Streets: Rehabilitate and resurface various roads to include replacing/repairing AC pavement, inductive traffic loops; roadway striping and markings, PCC curbs, gutters, ADA curb ramps	Maint / Rehab	SCL110035	0	9,022
San Jose	Local Road	San Jose: Road Rehab and Ped. Facilities	In San Jose, On Various streets, Rehabilitate roadway and construct pedestrian facilities.	Maint / Rehab	SCL110107	15,000	15,000
San Jose	Local Road	Silicon Valley TIMC	San Jose: Transportation Incident Management Center: Construct subregional hub for traffic management activities including arterial traffic, incident management and travel information. HPP#2017.	Operations	SCL050079	0	10,153
San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Widening	San Jose: US-101/Blossom Hill Rd I/C: widen Blossom Hill Rd and reconstruct I/C to provide an additional lane in each direction, including the OC structure over US-101 plus other improvements.	Expansion	SCL030006	15,000	15,000
San Jose	State Highway	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury interchange: Construct full interchange.	Expansion	SCL070004	3,000	20,750
San Jose	State Highway	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	In Santa Clara: Modify existing loop cloverleaf ramp from SB US 101 to Trimble Road into a partial cloverleaf ramp.	Maint / Rehab	SCL090025	33,000	34,000
San Jose	State Highway	I-880/Montague Expressway Interchange Improvements	In San Jose: Construct I-880/Montague Expressway interchange improvements.	Operations	SCL090015	58,000	58,000
San Jose	Transit	San Jose International Airport People Mover	In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Guadalupe LRT, Caltrain and future BART stations as well as provide circulation within the	Expansion	SCL090019	55,575	508,000
Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Reach 4 New Trail	In Santa Clara: San Tomas Aquino Creek Trail from Cabrillo Avenue at San Tomas Expressway to Pruneridge Avenue: Construct dedicated bicycle facilities, pedestrian improvements, wayfinding /	Expansion	SCL110030	0	1,803
Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Spur Trail Imps	In Santa Clara: San Tomas Aquino Creek Spur Trail from Cabrillo Avenue to Benton Street: Widen trail, pave with AC; add signage, striping, landscaping and protective fencing.	Expansion	SCL110031	0	2,010
Santa Clara Co	Bicycle / Pedestrian	SR25 for Santa Clara County	Santa Clara County: Provide a comprehensive Safe Routes to Schools education and awareness program, countywide outreach, and a teen-centered middle/high school project.	Operations	SCL110051	0	1,130
Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	Design, environmental clearance and construction to add auxiliary lanes on Central Expressway between Lawrence Expressway and Mary Avenue.	Enhancement	SCL070049	13,950	17,000
Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange Reconfiguration	In Santa Clara County: modify I-280/Page Mill Road interchange.	Enhancement	SCL110004	1,100	9,500
Santa Clara Co	Local Road	San Tomas Expressway Widening	In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks, adding a Class 1 Bike Path and replacing sound walls	Expansion	SCL110007	1,700	69,900

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Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	In Santa Clara County: Design, environmental clearance, and construction for rebuilding the box culvert under San Tomas Expressway.	Maint / Rehab	SCL090002	0	15,900
Santa Clara Co	Local Road	Santa Clara County: Santa Teresa/Hale Rehab	In Santa Clara County: On Santa Teresa Blvd/Hale Avenue, Bowden Avenue, and Alamitos Road, rehabilitate road pavement including improvements to facilitate complete streets development.	Maint / Rehab	SCL110012	0	3,798
Santa Clara Co	Local Road	Santa Clara County: Expressways Pavement Rehab	In Santa Clara County: On Capitol Expressway in San Jose between Quimby Road and Silver Creek Road, rehabilitate roadway.	Maint / Rehab	SCL110013	0	600
Santa Clara Co	Local Road	Isabel Bridge (Bridge #37C0089) Replacement	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd. Replace existing one lane bridge with a two-lane bridge	Maint / Rehab	SCL110108	30	4,540
Santa Clara Co	Local Road	Oregon-Page Mill Expwy Improvements	Santa Clara County: On the Oregon-Page Mill Expwy btw US 101 and SR 82, Traffic improvements including traffic signal upgrade, optimizing timing plans & bike and ped facilities, and pavement	Operations	SCL050080	3,812	4,412
Santa Clara Co	State Highway	Widen Montague Expwy bet Trade Zone & Park Victor	In Santa Clara County: Widen Montague Expressway between Trade Zone and Park Victoria.	Expansion	SCL090017	11,000	25,000
Santa Clara Co	State Highway	US 101/Montague Expressway Interchange	Reconfigure current interchange into a "parclo" interchange at US 101 and Montague Expressway.	Expansion	SCL090027	1,500	13,500
Saratoga	Bicycle / Pedestrian	Highway 9 Safety Improvements	Install pedestrian pathways on one side of Highway 9	Enhancement	SCL070050	1,084	2,626
Saratoga	Bicycle / Pedestrian	Saratoga Village Ped Enhancement Phase 2	Saratoga: Pedestrian enhancements at Saratoga Village Center on Big Basin Way between Saratoga-Los Galos Rd and 6th Street	Enhancement	SCL110017	0	1,452
SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	0	1,162
Sunnyvale	Local Road	Hendy Ave Complete Street Improvements	Sunnyvale: Rehabilitation, bike lanes, streetscape.	Maint / Rehab	SCL110014	0	2,750
VTA	Bicycle / Pedestrian	Santa Clara Grade-Separated Pedestrian Crossing	In Santa Clara: Construct a grade-separated pedestrian crossing at the Santa Clara Caltrain station.	Enhancement	SCL090031	7,216	9,350
VTA	Local Road	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring	Operations	SCL090035	7,513	15,023
VTA	State Highway	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane.	Enhancement	SCL090030	6,000	60,800
VTA	State Highway	Santa Clara County - US 101 Express Lanes	Santa Clara County: US 101 from Dunne Ave in Morgan Hill to San Mateo county line in Palo Alto: Convert existing US 101 HOV lane to express lane and add a second express lane.	Enhancement	SCL110002	0	84,000
VTA	State Highway	SR 237 Express Lanes: I-880 to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	Enhancement	SCL110008	13,400	14,900
VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration.	In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880, add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvee)	Expansion	SCL010019	2,701	78,042
VTA	State Highway	SR-152/SR-156 Interchange Improvements	SR-152/SR-156: WB SR-152 to SB-SR-156; Construct a flyover and other improvements at the interchange. Perform PAVED studies for capacity improvements needed for the 152/156 interchange. HPP	Expansion	SCL010040	712	44,983

Report sorted by: County, Sponsor, System,
Purpose, TIP ID

Metropolitan Transportation Commission
TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
VTA	State Highway	Garvey Debt Srv. - SCL010019, SCL990030-31	Santa Clara County: Garvey Debt Service Payment for issue of bonds for the State Route 87 HOV projects (SCL990031 and SCL010019 & SCL990030), and I-880/Coleman.	Expansion	SCL030012	48,300	173,967
VTA	State Highway	US 101 / Tully Road Interchange Modifications	In San Jose: US-101, Modify US-101/Tully IC and widen US-101. Project includes two HPP earmarks #943 (\$4M) and #2245 (\$4M)	Expansion	SCL050033	0	64,082
VTA	State Highway	US 101 / Capitol-Yerba Buena I/C Modifications	San Jose: On US-101 at the Capitol/Yerba Buena Interchange: Modify interchange, aux lanes and ramps. See expanded project description.	Expansion	SCL050034	0	33,556
VTA	State Highway	I-880/I-280/Stevens Creek I/C Improvements	In San Jose: At the I-280/I-880/Stevens Creek Boulevard Interchange; interchange improvements including a braided ramp to separate the merge & weave movements.	Expansion	SCL070002	0	150,084
VTA	State Highway	SR 25/Santa Teresa Blvd/US 101 IC	In Gilroy: SR 25 and US 101 Interchange; Reconstruct interchange and widen Route 101 from 4 to 6 lanes BTW Rt 25 and Monterey Highway.	Expansion	SCL070003	7,600	237,300
VTA	State Highway	I-880 Widening - SR237 to US101	San Jose/ Milpitas: On I-880 btw SR 237 & US 101; Operational and safety improvements including widening to accommodate HOV lanes in both directions.	Expansion	SCL070016	0	95,000
VTA	State Highway	US 101 Aux/HOV Lanes - SR 85 to SM County Line	Santa Clara County: US 101 from north of State Route 85 to south of Embarcadero Road (County line); Construct HOV/auxiliary lanes.	Expansion	SCL070024	42	102,300
VTA	State Highway	New SR 152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	Expansion	SCL090016	0	10,000
VTA	Transit	VTA: ADA Bus Stop Improvements	VTA: Various Locations: Construct ADA bus stop improvements. Improvements include wheelchair access improvements and improved lighting and signage. [Transit Enhancement]	Enhancement	SCL050045	0	3,198
VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	In San Jose: Implement BRT improvements in the Santa Clara/Alum Rock route for BRT lines 522 and 523, including: dedicated guideways, signal prioritization, ticket vending machines, premium BRT	Enhancement	SCL090001	76,308	115,263
VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	In San Jose: VTA bus stops; Expand and enhance existing and/or construct new bus stops at high-volume locations.	Enhancement	SCL090043	0	750
VTA	Transit	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda.	Enhancement	SCL110009	162,515	233,400
VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Implement BRT line 523 improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time	Enhancement	SCL110010	142,200	145,200
VTA	Transit	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	Enhancement	SCL110104	0	724
VTA	Transit	VTA: Light Rail Transit Signal Priority Improvement	In Santa Clara County: Implement a real-time, reliable transit signal prioritization and light rail vehicle detection system.	Enhancement	SCL110119	1,793	1,793
VTA	Transit	BART - Berryessa to San Jose Extension	BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.)	Expansion	BRT030001	0	5,010,500
VTA	Transit	Capitol Expressway LRT Extension	In San Jose: Construct LRT Line on Capitol Expressway from Alum Rock Avenue to Eastridge Transit Center, including associated pedestrian amenities, and bus transit access. This is a phased project.	Expansion	SCL050009	246,797	334,000
VTA	Transit	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	Expansion	SCL090040	2,000	176,000

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
VTA	Transit	BART - Warm Springs to Berryessa Extension	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	Expansion	SCL110005	1,720,999	2,521,900
VTA	Transit	VTA: LRV Maintenance Shop Hoist	VTA: In the LRV Maintenance shop, add an in-floor light rail vehicle hoist. The hoist will supplement existing hoist for additional capacity.	Expansion	SCL110102	0	3,437
VTA	Transit	VTA - Standard & Small Bus Replacement	VTA: Standard and Small Bus Replacement	Maint / Rehab	SCL050001	20,651	106,672
VTA	Transit	VTA - Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	Maint / Rehab	SCL050002	0	15,271
VTA	Transit	Replace Bus Fareboxes	VTA: Purchase new "Next Generation" validating bus fare collection system to replace existing fareboxes.	Maint / Rehab	SCL050044	0	10,514
VTA	Transit	VTA: Rail Substation Rehab/Replacement	VTA: Guadalupe Light Rail Corridor: Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	Maint / Rehab	SCL050049	0	16,192
VTA	Transit	VTA: Renewable Energy Conversion Project	In Mountain View: North Bus Operating Division; Convert to solar power. The photovoltaic system will offset 100 percent of the electricity use at this facility.	Maint / Rehab	SCL090041	0	938
VTA	Transit	VTA: TP OCS Rehab & Replacement	VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components	Maint / Rehab	SCL090044	0	10,385
VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement	Maint / Rehab	SCL110039	0	1,700
VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles.	Maint / Rehab	SCL110100	0	1,287
VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	At the Guadalupe Operations Division; Install a dust separation wall in the light rail vehicle body shop.	Maint / Rehab	SCL110101	0	683
VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	VTA: Update Santa Teresa Interlock Signal House to facilitate train movements.	Maint / Rehab	SCL110103	0	860
VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	VTA: On the Guadalupe Light Rail Operating Division; Light Rail Signal Assessment / SCADA System Replacement	Maint / Rehab	SCL110105	0	3,500
VTA	Transit	VTA: Drndon Tunnel Radio Replacement	VTA: In the Drndon Tunnel; Replace radio equipment as mandated by Federal Communications Commission.	Maint / Rehab	SCL110106	0	262
VTA	Transit	VTA Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	Maint / Rehab	SCL090046	0	478,776
VTA	Transit	VTA ADA Operating Set Aside	VTA: ADA operating assistance set aside.	Operations	SCL050046	0	31,571
TOTAL FOR SANTA CLARA COUNTY						2,816,256	11,629,229

Metropolitan Transportation Commission
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(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SOLANO COUNTY							
Benicia	Transit	Military/Southampton & Military/First Intermodal	Benicia: On Military West and Southampton Avenue and on Military and First Street; construct intermodal facilities (Construct parking lot and transit transfer area).	Expansion	SOL070031	2,514	3,000
Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	In Benicia: on Benicia Industrial Park area near railway; develop a specific plan for a new transit stop and accompanying multi-modal facilities.	Operations	SOL110008	0	1,250
Caltrans	State Highway	I-80/I-680 Aux Lanes Improvement Landscaping	Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.	Enhancement	SOL050003	2,544	2,544
Caltrans	State Highway	I-80/I-680 Mitigation Landscaping	Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.	Enhancement	SOL070014	0	50
Caltrans	State Highway	Suisun Valley Rd Bridge Replacement	Suisun City: Suisun Valley Rd at Bridge over Suisun Creek, 4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.	Expansion	SOL050006	0	4,210
Caltrans	State Highway	I-80 Alamo Creek On-Ramp and Bridge Widening	Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.	Expansion	SOL070002	0	3,924
Dixon	Local Road	Parkway Blvd/UPRR Grade Separation	In Dixon: Parkway Blvd; New roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTEAD demo project.	Expansion	SOL050009	0	3,089
Dixon	State Highway	I-80 / Pedrick Road Interchange Modification	Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes.	Operations	SOL050007	1,100	1,950
Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot/bike and other station facilities.	Expansion	SOL030002	17,692	39,600
Fairfield	Transit	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center. Construct approximately 600 automobile parking spaces in a parking structure, multi-use trail to improve access to FTC and other passenger amenities.	Expansion	SOL110007	6,750	8,523
Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	City of Fairfield - GFI Fareboxes Purchase & Implementation	Maint / Rehab	SOL090008	0	172
FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Solano County; San Pablo Bay; Rehabilitate entrance road 0.6 miles.	Maint / Rehab	SOL030015	0	625
F-S Transit	Transit	Transit Vehicle Replacement	City of Fairfield: replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.	Maint / Rehab	SOL110027	0	2,800
F-S Transit	Transit	Fairfield Suisun Transit: Operating Assistance	Fairfield-Suisun Transit: Operating Assistance to support transit operations.	Operations	SOL010006	0	39,623
MTC	Local Road	Regional Planning Activities and PPM - Solano	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	SOL090006	3,730	7,858
MTC	State Highway	I-80 Express Lanes (Vacaville)	I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.	Expansion	SOL110001	10,000	191,200
MTC	State Highway	I-80 HOV conversion to Express Lanes (Fairfield)	I-80 Red Top Road to Airbase Parkway; widen and convert existing HOV lane to HOT lane.	Expansion	SOL110002	17,300	17,900

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Solano County	Bicycle / Pedestrian	Cordelia Hills Sky Valley	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly	Expansion	SOL070012	2,535	2,710
Solano County	Bicycle / Pedestrian	Vacaville-Dixon Bicycle Route (Phase 5)	Vacaville and Dixon: On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes. Phase 1 from Pitt School to Fox Rd. Remaining	Expansion	SOL090035	0	847
Solano County	Local Road	Travis AFB: South Gate Improvement Project	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new	Expansion	SOL070021	2,360	2,547
Solano County	Local Road	Solano County - 2011 Pavement Overlay Program	In Solano County: Overlay various roads in the unincorporated area of Solano County.	Maint / Rehab	SOL090027	0	2,042
Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps (Study)	Near Vallejo: Blw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St/Fairgrounds Dr interchange and parkway improvements. PSE, PE and Env.	Expansion	SOL090015	0	1,609
SoftTrans	Transit	SoftTrans: Van Replacement; Purchase (2) Cut-Aways	SoftTrans: Replace 2 mini cut-aways.	Maint / Rehab	SOL050035	0	168
SoftTrans	Transit	SoftTrans: Replacement of One Culaway Vehicle	SoftTrans: replace one culaway vehicle	Maint / Rehab	SOL070030	0	73
SoftTrans	Transit	SoftTrans: Replacement of Two Minivans	SoftTrans: Replace two minivans	Maint / Rehab	SOL070031	0	100
SoftTrans	Transit	SoftTrans: Preventive Maintenance	SoftTrans: Preventive maintenance of vehicles	Maint / Rehab	SOL070032	1,130	1,156
SoftTrans	Transit	SoftTrans: Shop Equipment	SoftTrans: Purchase shop equipment	Maint / Rehab	SOL070033	0	100
SoftTrans	Transit	SoftTrans: Purchase of Administrative Car	SoftTrans: Purchase a replacement administrative car	Maint / Rehab	SOL070034	0	27
SoftTrans	Transit	SoftTrans: Shop Truck Replacement	SoftTrans: replace shop truck	Maint / Rehab	SOL070035	0	40
SoftTrans	Transit	SoftTrans: Maintenance Facility	SoftTrans: Purchase/Lease a new maintenance facility	Maint / Rehab	SOL070036	0	550
SoftTrans	Transit	SoftTrans: Security Cameras on Buses	SoftTrans: 14 buses: purchase security cameras	Maint / Rehab	SOL070037	0	90
SoftTrans	Transit	SoftTrans: GFI Genfare Fare Collection System	SoftTrans: GFI Genfare Fare Collection System	Maint / Rehab	SOL070038	0	65
SoftTrans	Transit	SoftTrans: Radio Equipment	SoftTrans: purchase radio equipment	Maint / Rehab	SOL070039	0	40
SoftTrans	Transit	SoftTrans: Communication Upgrades	SoftTrans: Upgrade communication devices, such as AVL, GPS and other.	Maint / Rehab	SOL090028	0	2,160
SoftTrans	Transit	SoftTrans: Bus Radio Replacement	SoftTrans: Bus Radio Equipment Replacement	Maint / Rehab	SOL090029	0	118

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Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SolTrans	Transit	SolTrans: Vault Receiver Replacement	SolTrans: Replace Vault Receiver	Maint/ Rehab	SOL090030	0	110
SolTrans	Transit	SolTrans: Replace Bill Counter	SolTrans: Replace Bill Counter equipment	Maint/ Rehab	SOL090031	0	10
SolTrans	Transit	SolTrans: Public Address System Upgrade	SolTrans: Upgrade Bus Public Address System	Maint/ Rehab	SOL090032	0	35
SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	SolTrans: Bus Maintenance Facility Renovation	Maint/ Rehab	SOL090033	0	1,000
SolTrans	Transit	SolTrans: Bus Replacement/Expansion-Alt Fuel	SolTrans: Replace (1) 45" MCI buses as it reaches its useful life with similar buses.	Maint/ Rehab	SOL090034	0	825
SolTrans	Transit	SolTrans: Replace Coin Counter	SolTrans: replace coin counter equipment	Maint/ Rehab	SOL110028	0	9
SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	SolTrans: Fuel allowance project through the FTA "Fuel as Capital Maintenance" program	Maint/ Rehab	SOL110033	0	401
SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	0	742
STA	Bicycle / Pedestrian	West B. Street Bike/Pedestrian Undercrossing	Dixon: Under UPRR between SR-113 and West A Street: Build a grade-separated bicycle/pedestrian crossing - relocate utilities, build ADA compliant ramps and tunnel under railroad tracks connecting West	Expansion	SOL110024	5,880	6,000
STA	Bicycle / Pedestrian	Solano Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	Operations	SOL110019	0	1,031
STA	Local Road	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	Expansion	SOL110003	30,457	39,157
STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	Expansion	SOL110004	0	13,431
STA	Local Road	Jepson: Leisure Town Road from Vanden to Elmira	Jepson Parkway segment: Leisure Town Road from Vanden Road to Elmira Road	Expansion	SOL110005	9,312	11,238
STA	Local Road	Jepson: Leisure Town Road from Elmira to Orange	Jepson Parkway segment: Leisure Town Road from Elmira Road to Orange Road	Expansion	SOL110006	0	9,194
STA	State Highway	I-80/I-680/SR 12 Interchange Project	Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build	Expansion	SOL070020	35,412	150,812
STA	State Highway	EB I-80 Cordelia Truck Scales Relocation Project	Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12	Expansion	SOL090003	0	98,883
STA	Transit	Eastern Solano / SNCI Rideshare Program	Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info): Encourage ridesharing activities within the Eastern Solano County Region.	Operations	SOL110020	0	503
Suisun City	Bicycle / Pedestrian	Grizzly Island Trail - Phase 1	In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.	Expansion	SOL110012	0	2,184

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Vacaville	Bicycle / Pedestrian	Vacaville Transit - Curb Ramps	Vacaville Transit Construct approximately 16 curb ramps near transit routes.	Enhancement	SOL130001	50	50
Vacaville	Bicycle / Pedestrian	Ulatits Creek Bike Path - Ulatits to Leisure Town	In Vacaville: Ulatits Creek Bike Path from Ulatits Drive to Leisure Town Road; Construct Class I bike path.	Expansion	SOL070026	0	1,071
Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection Impr.	Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.	Operations	SOL090001	1,300	1,540
Vacaville	Transit	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.	Expansion	SOL110009	0	10,000
Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	Vacaville: Bus maintenance & facility upgrades.	Maint / Rehab	SOL950024	0	1,699
Vacaville	Transit	Vacaville: Purchase bus shelters	Vacaville: Purchase bus shelters	Maint / Rehab	SOL97AM70	0	882
Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Vacaville: Operating assistance to insure all equipment including electronic fare boxes, and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic	Maint / Rehab	SOL991099	0	423
Vacaville	Transit	Vacaville Transit: Operating Assistance	Vacaville: Operating Assistance	Operations	SOL010007	0	11,589
Vallejo	Bicycle / Pedestrian	Vallejo: Downtown Streetscape	Vallejo: Sacramento Street (Georgia - Maine), Virginia Street (Sonoma - Sacramento), Marin Street (Virginia - Georgia); Pedestrian enhancements including traffic calming, restriping, parking, signs, lighting,	Enhancement	SOL050048	0	5,960
Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvements	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	Expansion	SOL990018	5,230	5,230
Vallejo	Transit	Vallejo Curtola Transit Center	In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.	Expansion	SOL050012	10,250	11,750
Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	Expansion	SOL950035	0	79,130
WETA	Transit	Vallejo: Ferry Mid-Life Rehab	Vallejo Ferry: Mid-life repower	Maint / Rehab	SOL090011	0	14,080
WETA	Transit	Vallejo Ferry Maintenance Facility	Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.	Maint / Rehab	SOL991032	5,000	12,795
TOTAL FOR SOLANO COUNTY						170,546	834,204

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Metropolitan Transportation Commission
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
SONOMA COUNTY							
Caltrans	Bicycle / Pedestrian	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Santa Rosa: Along US 101 from Earle Street to Bicentennial Way, Widen sidewalk, construct new underpass and other streetscape and lighting improvements.	Expansion	SON050002	0	5,694
Caltrans	Local Road	Mark West Creek Bridge- 20C0246	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension, Construct new 2 lane bridge.	Expansion	SON050001	60	5,885
Caltrans	Local Road	King Ridge Rd. Bridge Rehab. Project	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road, rehabilitate one-lane bridge to 2 lanes and scour countermeasure	Maint / Rehab	SON070026	50	1,838
Caltrans	State Highway	Watershed Awareness Signs	Install Watershed Awareness Signs on highways in Sonoma Co.	Enhancement	SON110002	0	141
Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane: follow-up	Expansion	SON010001	2,180	4,966
Caltrans	State Highway	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Sonoma County: College Ave at US 101: Widen College Avenue at Highway 101 Interchange.	Expansion	SON110001	2,900	9,730
Caltrans	State Highway	Son 101 HOV - Rohnert Park Expy to Santa Rosa Av	Rohnert Park: US 101 between Rohnert Park Expressway & Santa Rosa Avenue; Widen from 4 to 6 Lanes, Modify Wilfred Avenue Interchange, add Auxiliary lanes and other interchange improvements.	Expansion	SON950005	0	89,715
Cotati	Bicycle / Pedestrian	Downtown Specific Plan Area Revitalization	In Cotati: On Old Redwood Highway between La Plaza and Gravenstein Highway; Pedestrian, bicycle enhancements and corridor beautification.	Enhancement	SON110007	1,320	2,050
Cotati	Transit	City of Cotati Train Depot	In Cotati: Located at 970 East Cotati Avenue; Construction of a Transit Center, including a pedestrian plaza and transit building to connect pedestrian/bicycle/bus/train/automobile transit modes.	Expansion	SON110015	0	4,191
FWLS	Local Road	San Pablo Bay NWR Access Road In Petaluma	In San Pablo Bay National Wildlife Refuge: Construct the Sears Point Access Road & Trail to the headquarters near Petaluma. USFWS, in partnership with Sonoma Land Trust (SLT), received an FHWA grant of	Expansion	SON110030	0	23,480
Healdsburg	Bicycle / Pedestrian	Healdsburg Foss Creek Bicycle/Ped Pathway	Healdsburg: Foss Creek Pathway from North side of West Grant St. to Grove St Construct 4.1 mile long Class 1 and Class II bicycle and pedestrian facility.	Expansion	SON050017	440	3,098
MTC	Local Road	Regional Planning Activities and PPM - Sonoma	Sonoma: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Operations	SON090008	3,892	8,398
MTC	Local Road	Stewarts Point Rancheria EV Pilot Program	Sonoma County: At 6 locations where the tribal community frequents: install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	Operations	SON110034	0	376
NBFS	Transit	Ferry Service to Port Sonoma	SW Sonoma County: Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only).	Expansion	SON070013	23,171	23,171
Petaluma	Local Road	Petaluma Boulevard South Road Diet	In Petaluma: On Petaluma Boulevard South from 100 ft South of East Washington Street to E Street, Road Diet will reconfigure the current 4-through lanes to 2-through lanes and one two way left turn lane	Enhancement	SON110006	0	885
Petaluma	Local Road	Sonoma Mountain Parkway Rehabilitation	In Petaluma: Sonoma Mountain Parkway between Wyndham Way and Riesling Road; Pavement Rehabilitation	Maint / Rehab	SON110014	0	1,171
Petaluma	Transit	Petaluma Transit - Communications Equipment	In Petaluma: at dispatch and/or on board fixed route and paratransit vehicles: deploy advanced communications systems	Enhancement	SON110032	0	58

Metropolitan Transportation Commission
TIP Project Listing by County
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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Petaluma	Transit	Petaluma Transit: Preventive Maintenance	Petaluma: Petaluma Transit: Preventive Maintenance	Maint / Rehab	SON090009	0	554
Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	In Petaluma: Purchase (2) replacement paratransit vans for Petaluma Paratransit	Maint / Rehab	SON090029	0	228
Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Petaluma: Transit Maintenance Facility: increase the clearance height and length of the southern bay of the existing facility to accommodate maintenance operations for the larger buses. Additional safety	Maint / Rehab	SON110004	0	750
Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	City of Petaluma: Rehabilitation of the maintenance facility (Phase II)	Maint / Rehab	SON110033	1,000	1,000
Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	In Petaluma: Purchase and install electronic validating fareboxes on all vehicles in Petaluma Transit fixed route fleet.	Operations	SON090030	0	150
Rohnert Park	Bicycle / Pedestrian	Copeland Creek Bike Path Reconstruction	In Rohnert Park: Along Copeland Creek, reconstruct 3915 LF of existing deteriorated Class I bikeway path and replace 740 LF concrete sidewalk with new asphalt path. Replace non-native vegetation with	Maint / Rehab	SON090032	0	740
Rohnert Park	Local Road	Arlen Drive and East Colati Avenue Overlays	Rohnert Park: On Arlen between Arden Dr and Commerce Blvd, and E. Colati Ave between Snyder Ln and eastern city limits: Overlay pavement including associated improvements (i.e. ADA, bicycle access.	Maint / Rehab	SON110010	0	1,112
Santa Rosa	Bicycle / Pedestrian	Street Palettes	Santa Rosa: Purchasing and installing pedestrian access improvements in the downtown area.	Enhancement	SON110008	0	250
Santa Rosa	Bicycle / Pedestrian	Chanate Rd. Pedestrian and Transit Improvements	In Santa Rosa: Chanate Road from Parker Hill to east of Glen Echo Drive: pedestrian pathway; Various Locations: upgrade ADA pedestrian ramps and install bus shelters and benches	Enhancement	SON110018	0	1,633
Santa Rosa	Bicycle / Pedestrian	Sixth Street Bicycle and Pedestrian Linkage	In Santa Rosa - Sixth St. between Morgan St and Davis St, Class II bike lane and sidewalk, ped scaled lighting, pedestrian traffic signals	Expansion	SON090031	0	1,067
Santa Rosa	Bicycle / Pedestrian	SMART Bicycle and Pedestrian Path	Santa Rosa: Within or adjacent to the SMART railroad ROW from College Ave to 8th St: Construct a Class I bike path	Expansion	SON110017	0	1,286
Santa Rosa	Local Road	Santa Rosa: Mission Blvd/Range Ave Pavement Rehab	Repair of failed pavement, edge grinding and pavement grinding at conformers, and adjusting manhole and valve covers to grade updating pavement markings and adding bike lanes	Maint / Rehab	SON090033	0	2,308
Santa Rosa Bus	Bicycle / Pedestrian	Downtown Transit Mall Connectivity Improvements	Santa Rosa: Downtown Transit Mall; Various improvements including NextBus LED signage, maps, real-time transit information, kiosks, concessions, improved lighting, benches and public art, and ADA	Enhancement	SON070012	100	2,458
Santa Rosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access	Enhancement	SON030012	0	341
Santa Rosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Santa Rosa CityBus: Purchase about 5 Hybrid Electric Replacement Buses to replace fixed route buses.	Maint / Rehab	SON070020	0	2,908
Santa Rosa Bus	Transit	Santa Rosa CityBus Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet.	Maint / Rehab	SON090024	0	6,749
Santa Rosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Santa Rosa City Bus: purchase fuel as part of FTA's "Fuel as Capital Maintenance" program	Maint / Rehab	SON110045	0	512
Santa Rosa Bus	Transit	Santa Rosa City Bus Fast-fill CNG Fueling Station	Santa Rosa: Maintenance Service Center corporation yard: reconstruction of existing maintenance facility to include CNG fast-fill fueling station	Maint / Rehab	SON110047	2,760	2,760

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TIP Project Listing by County
(All funding shown in thousands of dollars)

Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Santa Rosa Bus	Transit	Automated Vehicle Location System	Santa Rosa CityBus: Procure comprehensive Automated Vehicle Location System (AVL) for agency fleet	Operations	SON090007	0	1,038
Santa Rosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: Operating Assistance to Transit Agency.	Operations	SON090023	0	10,545
SMART	Transit	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line	Expansion	SON090002	256,850	503,556
Son Co Reg Park	Bicycle / Pedestrian	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project)	Expansion	SON070008	535	817
Son Co Reg Park	Bicycle / Pedestrian	SMART Trail-Hearn Avenue to Joe Rodola Trail	Sonoma County: From Hearn Avenue to the Joe Rodola Trail: Construct a 1.3 mile Class I bike path including a bicycle/pedestrian bridge at Colgan Creek, asphalt paved surface, grading, drainage, striping	Expansion	SON110013	0	1,122
Son Co TA	Local Road	Improve U.S. 101/Old Redwood Highway interchange	In Petaluma, replace old redwood highway overcrossing and ramps to/from Highway 101.	Expansion	SON090003	0	36,849
Son Co TA	Local Road	US 101 Airport I/C (North B)	In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the	Operations	SON090005	10,392	45,808
Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North)	Santa Rosa-Windsor: US 101 Btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes.	Expansion	SON010019	0	119,804
Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy; widening roadway from 4 to 6 lanes for HOV	Expansion	SON010024	0	138,840
Son Co TA	State Highway	US 101/East Washington I/C Reconfiguration	Petaluma: On US 101 at East Washington Interchange: Reconfigure interchange including new ramps.	Expansion	SON050015	1,120	21,388
Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxiliary lane between Lakeville Highway and East Washington Street.	Expansion	SON070004	203,607	372,700
Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops	Enhancement	SON050021	0	94
Son Co Transit	Transit	Sonoma Co Transit: Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet	Maint / Rehab	SON030005	0	9,702
Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Sonoma County Transit: Replace three 40' Orion V CNG transit coaches with three 40' CNG Low-Floor transit coaches.	Maint / Rehab	SON070024	0	3,682
Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Sonoma County Transit: Rehabilitate bus yard and parking areas to a state of good repair.	Maint / Rehab	SON110003	0	575
Sonoma County	Bicycle / Pedestrian	Countywide Safe Routes to Schools Program	Sonoma County: Countywide: Comprehensive safe routes to schools program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling.	Operations	SON110016	0	1,168
Sonoma County	Local Road	Replace Geysers Road Bridge 20C0005	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	Expansion	SON090001	5,100	10,600
Sonoma County	Local Road	Replace Chalk Hill Road Bridge 20C0242	In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge)	Expansion	SON090025	0	7,050

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Sponsor	System	Project Title	Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Project Cost
Sonoma County	Local Road	BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek, 0.4 Mi W of Dry Creek Rd.), that is in poor condition and has seismic deficiencies with	Expansion	SON090026	0	5,600
Sonoma County	Local Road	Replace West Dry Creek Road Bridge 20C0407	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor	Expansion	SON090027	0	5,700
Sonoma County	Local Road	Replace Bohan Dillon Road Bridge 20C0435	In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110024	30	1,770
Sonoma County	Local Road	Replace Hauser Road Bridge 20C0240	In Sonoma: Bridge No.20C0240, Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110025	221	2,969
Sonoma County	Local Road	Replace Freestone Flat Road Bridge 20C0440	In Sonoma: Bridge No.20C0440, Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110026	303	3,200
Sonoma County	Local Road	Sonoma County 2010 Pavement Preservation Program	Sonoma County: Asphalt Rubber Chip Seal Project of Various Federally Eligible Roadways	Maint / Rehab	SON110009	0	5,582
Sonoma County	Local Road	2011/12 Asphalt Overlay Program	In Sonoma County: Various County roads: Repair and overlay Calistoga Road, Main Street in Penngrove, Fulton Road and Lakeville Highway.	Maint / Rehab	SON110028	0	4,445
Windsor	Bicycle / Pedestrian	Windsor - Old Redwood Hwy Pedestrian Linkages	Windsor: Old Redwood Highway, Ped Linkages project will construct sidewalk and streetscape, pathway and crossing enhancements (TLC Project).	Enhancement	SON070005	0	403
Windsor	Bicycle / Pedestrian	ORH at Lakewood Dr. Bike and Ped Enhancements	Windsor: Along Old Redwood Highway near the US 101 Central Windsor Interchange: construct a series of interrelated pedestrian, bicycle, roadway, intersection, and aesthetic improvements	Expansion	SON110044	779	779
Windsor	Local Road	Hembree Lane Resurfacing	Windsor: On Hembree Lane between Jensen Lane and Foothill Drive: Rehabilitate roadway including restriping for class II bike lane and updating pedestrian curb ramps.	Maint / Rehab	SON110012	0	432
TOTAL FOR SONOMA COUNTY							516,810 1,527,849
TOTAL FOR ALL COUNTIES							11,155,463 49,209,171

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
ALAMEDA COUNTY									
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	Enhancement	ALA110100	2,149	0	11,167	13,316
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	Enhancement	ALA130007	0	0	3,929	3,929
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	36,783	5	168,357	205,145
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint / Rehab	ALA010034	0	0	31,520	31,520
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	Maint / Rehab	ALA070046	500	0	61,343	61,843
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint / Rehab	ALA110008	0	0	7,403	7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint / Rehab	ALA110091	0	0	18,207	18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40' Urban Transit Buses	Maint / Rehab	ALA110092	0	0	16,115	16,115
ALA	AC Transit	Transit	AC Transit: Procure (30) 40' Suburban Buses	Maint / Rehab	ALA110093	0	0	15,887	15,887
ALA	AC Transit	Transit	AC Transit: Procure (27) 40' Urban Buses	Maint / Rehab	ALA130003	0	0	12,022	12,022
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint / Rehab	ALA130004	0	0	29,700	29,700
ALA	AC Transit	Transit	AC Transit: Procure (25) 40' Suburban Buses	Maint / Rehab	ALA130005	0	0	13,570	13,570
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint / Rehab	ALA991070	0	0	392,438	392,438
ALA	AC Transit	Transit	Transit Security Project	Operations	ALA050064	0	0	17,208	17,208
ALA	AC Transit	Transit	AC Transit: Paratransit Van Leasing	Operations	ALA990052	0	0	13,088	13,088

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	0	0	93,237	93,237
ALA	ACTC	Bicycle / Pedestrian	Bikemobile: Bike Repair and Encouragement Vehicle	Operations	ALA110009	10	0	566	576
ALA	ACTC	Local Road	I-80 Integrated Corridor Mobility Project	Enhancement	ALA070041	12,005	150	80,700	92,855
ALA	ACTC	Local Road	Corridor Mobility Program & Adaptive Ramp Metering	Operations	ALA090019	100	0	32,166	32,266
ALA	ACTC	Local Road	Alameda County Safe Routes to School	Operations	ALA110033	0	0	2,338	2,338
ALA	ACTC	Local Road	Alameda County SR2S Local	Operations	ALA110098	0	0	1,300	1,300
ALA	ACTC	State Highway	AB3090 Replacement Project 880/Mission Landscape	Enhancement	ALA030026	560	20	4,600	5,180
ALA	ACTC	State Highway	I-580 Landscaping in the City of San Leandro	Enhancement	ALA090067	0	0	350	350
ALA	ACTC	State Highway	I-580 Oakland 14th to Ardeley Noise Barriers	Enhancement	ALA110004	100	0	1,500	1,600
ALA	ACTC	State Highway	I-580 (TriValley) Right of Way Preservation	Expansion	ALA050006	3,000	6,700	0	9,700
ALA	ACTC	State Highway	SR 84 Expressway Widening	Expansion	ALA050014	12,000	17,510	96,949	126,459
ALA	ACTC	State Highway	I-880 North Safety Improvements	Expansion	ALA050019	11,797	5,150	79,940	96,887
ALA	ACTC	State Highway	I-580 (TriValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	14,750	3,000	119,589	137,339
ALA	ACTC	State Highway	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	15,025	200	167,261	182,486
ALA	ACTC	State Highway	I-580 HOT Corridor Project	Expansion	ALA090004	19,170	400	16,980	36,550
ALA	ACTC	State Highway	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	100	0	900	1,000

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Phase			Total
						PE	ROW	CON	
ALA	ACTC	State Highway	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	12,000	3,000	26,000	41,000
ALA	ACTC	State Highway	I-680 Sunol Grade - Alameda SB HOV Final Phase	Expansion	ALA991084	18,917	3,000	181,339	203,256
ALA	ACTC	State Highway	I-680 SMART Carpool Lane	Operations	ALA050029	2,759	0	22,860	25,619
ALA	ACTC	State Highway	I-880/Broadway-Jackson Interchange	Operations	ALA070009	8,101	0	17,899	26,000
ALA	ACTC	State Highway	Truck Parking Facilities in North County (Phase I)	Operations	ALA090018	1,000	500	500	2,000
ALA	Alameda	Bicycle / Pedestrian	City of Alameda - Park St Streetscape	Enhancement	ALA070022	400	0	2,095	2,495
ALA	Alameda	Local Road	Tinker Avenue Reconfiguration	Expansion	ALA990054	1,152	4,116	13,393	18,661
ALA	Alameda County	Bicycle / Pedestrian	Cherryland/Ashland/Castro Valley Sidewalk Imps.	Maint / Rehab	ALA050035	1,123	0	4,653	5,776
ALA	Alameda County	Bicycle / Pedestrian	Hampton Rd Streetscape Improvements	Maint / Rehab	ALA070040	450	25	5,075	5,550
ALA	Alameda County	Local Road	Crow Canyon Safety Improvements	Enhancement	ALA010003	950	0	1,550	2,500
ALA	Alameda County	Local Road	E. 14th St/Mission Blvd Streetscape Improvements	Enhancement	ALA991077	688	0	4,881	5,569
ALA	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	2,040	5,774	28,338	36,152
ALA	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Maint / Rehab	ALA090022	400	300	3,300	4,000
ALA	Alameda County	Local Road	Fruitvale Avenue Roadway Bridge Seismic Retrofit	Maint / Rehab	ALA090023	1,000	500	500	2,000
ALA	Alameda County	Local Road	Alameda County: Rural Roads Pavement Rehab	Maint / Rehab	ALA090069	362	0	2,050	2,412
ALA	Alameda County	Local Road	Alameda Co - Central Unincorporated Pavement Rehab	Maint / Rehab	ALA110026	57	12	1,210	1,279

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County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
ALA	Alameda Cty TA	State Highway	East-West Connector in Fremont & Union City	Expansion	ALA978004	10,000	5,000	88,171	103,171
ALA	Albany	Bicycle / Pedestrian	Albany - Buchanan Bicycle and Pedestrian Path	Expansion	ALA110030	533	55	2,102	2,690
ALA	BART	Bicycle / Pedestrian	BART Station Electronic Bike Lockers, Ph. 2	Enhancement	ALA070051	0	0	543	543
ALA	BART	Bicycle / Pedestrian	Downtown Berkeley BART Plaza/Transit Area Imps.	Enhancement	ALA110032	883	0	1,374	2,257
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	44,778	98,318	746,904	890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	5,000	0	75,000	80,000
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	15,232	10,000	459,068	484,300
ALA	BART	Transit	BART: Fare Collection Equipment	Maint / Rehab	ALA090065	0	0	3,175	3,175
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint / Rehab	ALA090068	359	0	3,254	3,613
ALA	BART	Transit	Enterprise Asset Management	Maint / Rehab	ALA110090	2,500	0	0	2,500
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bike/Ped Overcrossing Site Access Imps	Enhancement	ALA090039	97	0	832	929
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	340	0	2,241	2,581
ALA	Berkeley	Local Road	Berkeley - Sacramento St Rehab - Dwight to Ashby	Maint / Rehab	ALA110022	25	0	1,495	1,520
ALA	Berkeley	Local Road	City of Berkeley Transportation Action Plan - TDM	Operations	ALA110007	2,249	0	11	2,260
ALA	Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	1,392	1,000	4,567	6,959
ALA	Caltrans	Bicycle / Pedestrian	Bay Trail (Union City Segment)	Expansion	ALA990091	400	47	715	1,162

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					Programmed Funding by Phase				
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
ALA	Caltrans	Local Road	I-880 Fifth Avenue Bridge Retrofit/Replacement	Maint / Rehab	ALA070003	3,603	28,300	153,800	185,703
ALA	Caltrans	Local Road	Berkeley Parking Pricing and Real-time Guidance	Operations	ALA090076	1,800	0	450	2,250
ALA	Caltrans	State Highway	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	9,840	100	42,982	52,922
ALA	Caltrans	State Highway	I-580 Oakland Horton/Hollis St. Widening	Expansion	ALA070005	1,128	4	1,120	2,252
ALA	Caltrans	State Highway	I-880 SB Auxiliary Lane at Oak Street	Expansion	ALA070006	723	405	2,197	3,325
ALA	Caltrans	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	Expansion	ALA070042	14,991	1,603	95,520	112,114
ALA	Caltrans	State Highway	Eastbound Truck Climbing Lane	Expansion	ALA090028	14,400	0	63,000	77,400
ALA	Caltrans	State Highway	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	13,150	47,263	70,891	131,304
ALA	Caltrans	State Highway	I-238 Widening	Expansion	ALA990013	6,344	1,722	101,169	109,235
ALA	Caltrans	State Highway	I-880/SR92 Interchange Reconstruction	Expansion	B-H970002	16,524	10,050	109,273	135,847
ALA	Caltrans	State Highway	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Expansion	SCL991077	0	0	8,308	8,308
ALA	Caltrans	State Highway	I-880 High Street Bridge Retrofit/Replacement	Maint / Rehab	ALA070007	32,423	20,107	100,200	152,730
ALA	Caltrans	State Highway	I-238 Widening Replacement Planting	Maint / Rehab	ALA070060	559	0	3,500	4,059
ALA	Caltrans	State Highway	San Francisco-Oakland Bay Bridge	Maint / Rehab	ALA977038	73,700	4,200	5,587,900	5,665,800
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Operations	ALA110086	300	0	0	300
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Expansion	ALA070016	0	0	5,260	5,260

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County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
ALA	Dublin	Bicycle / Pedestrian	West Dublin BART Golden Gate Drive Streetscape	Enhancement	ALA110034	52	0	1,080	1,132
ALA	Dublin	Bicycle / Pedestrian	Alamo Canal Regional Trail, I-580 Undercrossing	Expansion	ALA090066	0	0	2,651	2,651
ALA	Dublin	Local Road	Dublin Citywide Street Resurfacing	Maint / Rehab	ALA110024	54	0	618	672
ALA	EB Reg Park Dis	Bicycle / Pedestrian	East Bay Green Transportation Initiative	Expansion	ALA110011	2,350	0	15,460	17,810
ALA	Emeryville	State Highway	I-80 Eastbound Off-ramp Widening at Powell Street	Expansion	ALA090014	275	50	1,475	1,800
ALA	Emeryville	Transit	Emeryville Intermodal Transfer Station: Phase 1	Expansion	ALA070015	0	0	4,200	4,200
ALA	Fremont	Bicycle / Pedestrian	Fremont CBD/Midtown Streetscape	Enhancement	ALA110012	100	0	2,000	2,100
ALA	Hayward	Bicycle / Pedestrian	South Hayward BART Area/Dixon Street Streetscape	Enhancement	ALA110035	325	450	1,540	2,315
ALA	Hayward	Local Road	Route 238 Corridor Improvement	Expansion	ALA977007	11,200	25,500	57,800	94,500
ALA	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvements	Expansion	ALA090016	4,200	6,600	46,300	57,100
ALA	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	3,000	500	16,000	19,500
ALA	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	4,900	3,600	28,492	36,992
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	Enhancement	ALA110005	0	0	200	200
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	1,310	0	12,464	13,774
ALA	LAVTA	Transit	Satellite Bus Operating Facility Expan. Ph. 1 & 2	Expansion	ALA99SA09	1,079	3,482	7,757	12,319
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint / Rehab	ALA030030	0	0	9,697	9,697

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ALA	LAVTA	Transit	Bus Replacement (12) 30' Alt Fuel Vehicles	Maint / Rehab	ALA070061	0	0	7,287	7,287
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication System Hookup	Maint / Rehab	ALA110095	0	0	640	640
ALA	LAVTA	Transit	LAVTA: Operating Assistance	Operations	ALA030029	0	0	1,254	1,254
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	0	0	160	160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	0	0	4,517	4,517
ALA	Livermore	Bicycle / Pedestrian	Livermore Village Plaza & Infrastructure	Enhancement	ALA110037	300	0	3,000	3,300
ALA	Livermore	Bicycle / Pedestrian	Iron Horse Trail Extension in Downtown Livermore	Expansion	ALA110013	289	0	1,977	2,266
ALA	Livermore	Local Road	North Canyons ParkwayWidening	Expansion	ALA050012	1,000	4,609	5,500	11,109
ALA	Livermore	State Highway	I-580/Vasco Road Interchange Modification	Expansion	ALA010013	5,025	5,000	5,099	15,124
ALA	MTC	Bicycle / Pedestrian	SFOBB Gateway Park	Enhancement	ALA130001	18,000	0	119,172	137,172
ALA	MTC	Local Road	Regional Planning Activities and PPM - Alameda	Operations	ALA090030	16,588	0	0	16,588
ALA	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	Enhancement	ALA010052	3,633	0	713	4,346
ALA	Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Maint / Rehab	ALA110016	15	0	785	800
ALA	Oakland	Bicycle / Pedestrian	Oakland Foothill Blvd Streetscape	Enhancement	ALA110029	400	0	2,970	3,370
ALA	Oakland	Bicycle / Pedestrian	Oakland Coliseum TOD	Expansion	ALA070012	0	0	1,103	1,103
ALA	Oakland	Bicycle / Pedestrian	Oakland Waterfront Bay Trail	Expansion	ALA070039	3,968	0	55,831	59,799

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ALA	Oakland	Bicycle / Pedestrian	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130002	200	0	1,800	2,000
ALA	Oakland	Bicycle / Pedestrian	Oakland 19th Street Uptown Bike Station	Expansion	ALA130006	75	0	531	606
ALA	Oakland	Local Road	Lake Merritt Improvement Project	Enhancement	ALA110072	0	0	828	828
ALA	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	1,800	5,990	9,736	17,526
ALA	Oakland	Local Road	Various Streets Resurfacing and Bikeway Facilities	Maint / Rehab	ALA110006	633	76	4,114	4,823
ALA	Oakland	Local Road	Oakland Army Base Infrastructure Master Plan	Operations	ALA110046	5,770	0	0	5,770
ALA	Pleasanton	Bicycle / Pedestrian	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031	200	0	804	1,004
ALA	Pleasanton	Local Road	I-580 / Foothill Road interchange improvements	Maint / Rehab	ALA090013	250	250	3,300	3,800
ALA	Pleasanton	State Highway	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009	2,000	0	0	2,000
ALA	Pleasanton	State Highway	I-680/Bernal Avenue interchange improvements	Maint / Rehab	ALA090010	1,000	500	12,500	14,000
ALA	Port of Oakland	Local Road	LNG Infrastructure Implementation	Operations	MTC050019	10	0	3,017	3,027
ALA	Port of Oakland	Regional	Shore Power Initiative	Enhancement	ALA110010	2,341	0	10,902	13,243
ALA	Port of Oakland	Transit	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	984	0	0	984
ALA	Port of Oakland	Transit	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	54,484	0	219,812	274,296
ALA	Port of Oakland	Transit	7th Street Grade Separation and Roadway Improvement	Operations	ALA090027	27,583	6,891	186,030	220,504
ALA	San Leandro	Bicycle / Pedestrian	San Leandro Downtown-BART Pedestrian Interface	Enhancement	ALA110027	420	0	5,794	6,214

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ALA	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	684	800	1,916	3,400
ALA	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossing Rep	Enhancement	ALA090012	1,000	500	24,400	25,900
ALA	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	550	0	5,039	5,589
ALA	SJRC	Transit	ACE Track Improvements.	Maint / Rehab	ALA010056	0	0	15,162	15,162
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint / Rehab	ALA050043	0	0	4,579	4,579
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint / Rehab	ALA090060	0	0	954	954
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	Operations	ALA050067	0	0	506	506
ALA	SJRC	Transit	ACE Preventative Maintenance	Operations	ALA110099	0	0	1,301	1,301
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint / Rehab	ALA090031	0	0	22	22
ALA	Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint / Rehab	ALA090061	2,074	0	0	2,074
ALA	Union C Transit	Transit	Radio Replacement Project	Maint / Rehab	ALA110089	0	0	60	60
ALA	Union City	Bicycle / Pedestrian	Union City Blvd Corridor Bicycle Imp, Phase 1	Enhancement	ALA110028	100	0	1,760	1,860
ALA	Union City	Bicycle / Pedestrian	Union City BART East Plaza Enhancements	Expansion	ALA110036	1,166	0	8,354	9,520
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	0	0	22,910	22,910
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	4,070	2,000	55,207	61,276
ALA	Union City	Transit	Union City: Replacement of One Transit Bus	Maint / Rehab	ALA050062	0	0	317	317

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ALA	Union City	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint / Rehab	ALA070062	0	0	889	889	
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	3,125	0	35,050	38,175	
TOTAL FOR ALAMEDA COUNTY						641,301	345,334	10,616,330	11,602,965	

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CONTRA COSTA COUNTY									
CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001	5,225	250	13,325	18,800
CC	Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002	1,145	280	13,795	15,220
CC	Antioch	Local Road	Somersville Road Widening	Expansion	CC-070004	600	100	10,000	10,700
CC	Antioch	Local Road	Hillcrest Ave Extension	Expansion	CC-070005	350	0	2,000	2,350
CC	Antioch	Local Road	Sand Creek Road Extension	Expansion	CC-070006	350	0	2,000	2,350
CC	Antioch	Local Road	Empire Road Widening	Expansion	CC-070007	500	0	1,000	1,500
CC	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008	900	50	5,000	5,950
CC	Antioch	Local Road	Slatten Ranch Road	Expansion	CC-070009	350	0	1,000	1,350
CC	Antioch	Local Road	Wild Horse Road Extension	Expansion	CC-070010	200	0	2,000	2,200
CC	Antioch	Local Road	Fitzuren Road Widening & Realignment	Expansion	CC-090011	1,000	1,000	8,000	10,000
CC	Antioch	Local Road	Antioch Various Streets Pavement Rehab	Maint / Rehab	CC-110011	218	5	2,191	2,414
CC	Antioch	State Highway	Construct new interchange at Route 4/Phillips Lane	Enhancement	CC-090013	1,500	500	40,000	42,000
CC	BART	Bicycle / Pedestrian	Richmond Transit Village Transit & Ped Improv.	Enhancement	CC-010021	9	0	1,141	1,150
CC	BART	Bicycle / Pedestrian	BART Community Information Wayfinding	Enhancement	CC-090063	200	0	1,350	1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	Enhancement	CC-110082	0	0	9,150	9,150

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						PE	ROW	CON	Total
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003	2,360	0	27,187	29,547
CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	58,600	106,390	294,921	459,911
CC	Brentwood	Bicycle / Pedestrian	Brentwood school area improvements	Expansion	CC-110052	5	0	488	493
CC	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Enhancement	CC-070078	593	1,825	4,578	6,996
CC	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Expansion	CC-070011	695	860	5,128	6,683
CC	Brentwood	Local Road	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	703	600	3,350	4,653
CC	Brentwood	Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	1,934	2,195	14,624	18,753
CC	Brentwood	Local Road	Lone Tree Way Widening	Expansion	CC-070014	1,705	3,080	10,730	15,515
CC	Brentwood	Local Road	Central Blvd Widening (Phase II)	Expansion	CC-070015	600	500	3,685	4,785
CC	Brentwood	Local Road	John Muir Parkway Extension (Phase I)	Expansion	CC-070077	520	700	4,169	5,389
CC	Brentwood	Local Road	Brentwood Boulevard North (Phases II & III)	Expansion	CC-090021	2,695	2,080	12,400	17,175
CC	Brentwood	Local Road	Brentwood 2012 Pavement Management Program	Maint / Rehab	CC-110009	45	5	1,292	1,342
CC	Caltrans	State Highway	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	53,950	1,100	365,296	420,346
CC	Caltrans	State Highway	I-680 South Contra Costa Roadway Rehabilitation	Maint / Rehab	CC-070017	6,313	0	62,571	68,884
CC	Caltrans	Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	1,000	0	27,071	28,071
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint / Rehab	CC-110081	0	0	20,500	20,500

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						PE	ROW	CON	
CC	Caltrans	Transit	Richmond Rail Connector	Operations	CC-090032	2,950	4,750	16,620	24,320
CC	CC County	Bicycle / Pedestrian	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	736	0	2,400	3,136
CC	CC County	Local Road	Contra Costa County Vasco Road Safety Improvements	Enhancement	CC-050030	3,400	100	29,025	32,525
CC	CC County	Local Road	Pacheco Blvd Widening and Realignment	Expansion	CC-070018	2,050	50	13,050	15,150
CC	CC County	Local Road	Kirker Pass Road Truck Climbing Lanes	Expansion	CC-070075	5,000	2,000	13,000	20,000
CC	CC County	Local Road	Byron Hwy Extension	Expansion	CC-070079	1,200	1,000	6,000	8,200
CC	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081	390	450	1,740	2,580
CC	CC County	Local Road	Montalvin Manor Ped & Transit Access Improvements	Expansion	CC-070087	281	48	1,517	1,846
CC	CC County	Local Road	N. Richmond Truck Route	Expansion	CC-090003	2,800	5,600	19,000	27,400
CC	CC County	Local Road	Camino Tassajara Safety Improvement Windemere Pkwy	Expansion	CC-090022	900	1,700	6,400	9,000
CC	CC County	Local Road	Widen Dougherty Road to 6 lanes from Red Willow	Expansion	CC-090024	3,600	10,000	34,155	47,755
CC	CC County	Local Road	Contra Costa Countywide Micro Surface Treatment	Maint / Rehab	CC-110014	132	5	2,396	2,533
CC	CC County	Local Road	Kirker Pass Road Overlay	Maint / Rehab	CC-110044	275	0	2,136	2,411
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	130	452	1,400	1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030034	0	0	19,549	19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint / Rehab	CC-110061	0	0	7,034	7,034

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CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint / Rehab	CC-110062	0	0	465	465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint / Rehab	CC-110063	0	0	217	217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint / Rehab	CC-110064	0	0	600	600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint / Rehab	CC-110065	0	0	375	375
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	0	0	10,216	10,216
CC	CCTA	State Highway	I-680 / SR 4 I/C Reconstruction - Phases 1-5	Expansion	CC-010023	38,110	5,436	254,000	297,546
CC	CCTA	State Highway	I-680 Auxiliary Lanes	Expansion	CC-030005	3,784	0	30,217	34,001
CC	CCTA	State Highway	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	29,300	56,300	378,851	464,451
CC	CCTA	State Highway	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	9,457	100	70,443	80,000
CC	CCTA	State Highway	I-680 NB HOV Lane Extension	Expansion	CC-070022	6,000	1,000	37,000	44,000
CC	CCTA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049	2,600	1,000	13,000	16,600
CC	CCTA	State Highway	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054	5,000	100	45,000	50,100
CC	CCTA	State Highway	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057	3,800	1,000	20,000	24,800
CC	CCTA	State Highway	SR 239 - New State Highway	Expansion	CC-110066	10,373	0	5,871	16,244
CC	Concord	Bicycle / Pedestrian	Monument Corridor Pedestrian and Bikeway Network I	Enhancement	CC-090067	173	15	1,082	1,270
CC	Concord	Bicycle / Pedestrian	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019	114	5	753	872

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CC	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026	1,634	1,155	4,959	7,748
CC	Concord	Local Road	Waterworld Parkway Bridge	Expansion	CC-070027	1,800	200	5,748	7,748
CC	Concord	Local Road	Panoramic Drive Extension	Expansion	CC-070028	2,200	0	8,297	10,497
CC	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026	800	1,000	6,372	8,172
CC	Concord	Local Road	Concord Blvd Pavement Rehabilitation	Maint / Rehab	CC-110010	256	5	2,426	2,687
CC	Concord	Local Road	Improve Clayton Road/Treat Boulevard Intersection	Operations	CC-090023	360	300	2,100	2,760
CC	Concord	State Highway	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024	3,500	4,000	23,500	31,000
CC	Concord	State Highway	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025	3,000	2,000	28,000	33,000
CC	Danville	Bicycle / Pedestrian	San Ramon Valley Street Smarts SR2S Program	Operations	CC-110050	0	0	413	413
CC	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imp.	Maint / Rehab	CC-050075	391	5	5,734	6,130
CC	Danville	Local Road	Diablo Rd Improve, Green Valley to Avenida Neuva	Maint / Rehab	CC-090001	600	60	3,500	4,160
CC	Danville	Transit	San Ramon Valley Bus Program	Expansion	CC-090004	0	0	8,000	8,000
CC	EB Reg Park Dis	Bicycle / Pedestrian	Atlas Road Bridge	Expansion	CC-070063	450	0	1,702	2,152
CC	EB Reg Park Dis	Bicycle / Pedestrian	Bike/Ped Trail Improvements in CC Parks	Maint / Rehab	CC-070033	72	0	878	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	0	693	1,083	1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	802	5	10	817

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CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint / Rehab	CC-030037	0	0	3,036	3,036
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint / Rehab	CC-070092	0	0	24,902	24,902
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	0	0	5,027	5,027
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	Operations	CC-090039	0	0	211	211
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	0	0	348	348
CC	El Cerrito	Bicycle / Pedestrian	Del Norte Area TOD	Enhancement	CC-070046	1,000	500	5,875	7,375
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Central Ave & Liberty St Streetscape	Enhancement	CC-110005	109	5	912	1,026
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Moeser Ln and Ashbury Ped and Bike Lane	Expansion	CC-090066	30	0	977	1,007
CC	El Cerrito	Local Road	San Pablo Avenue Streetscape	Enhancement	CC-070074	700	10	3,806	4,516
CC	Hercules	Bicycle / Pedestrian	Hercules New Town Center Complete Street	Enhancement	CC-110015	200	5	5,830	6,035
CC	Hercules	Bicycle / Pedestrian	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	567	0	2,460	3,027
CC	Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Enhancement	CC-070086	85	0	3,427	3,512
CC	Hercules	Local Road	Central Hercules Arterial Improvements	Maint / Rehab	CC-090008	500	900	1,336	2,736
CC	Hercules	Local Road	Hercules - San Pablo Ave. Pavement Rehabilitation	Maint / Rehab	CC-090055	0	0	711	711
CC	Hercules	State Highway	SR4/Willow Avenue Ramps	Enhancement	CC-070051	2,466	3,810	14,740	21,016
CC	Hercules	Transit	Hercules Intercity Rail Station	Expansion	CC-030002	3,200	1,300	26,497	30,997

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CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	200	1,000	12,200	13,400
CC	Hercules	Transit	Develop Concept for W-BART	Operations	CC-070052	2,000	500	0	2,500
CC	Lafayette	Bicycle / Pedestrian	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Enhancement	CC-090064	151	0	1,258	1,409
CC	Lafayette	Bicycle / Pedestrian	Lafayette Downtown Bike/Ped Imp & Streetscape	Enhancement	CC-110006	182	5	2,114	2,301
CC	Martinez	Bicycle / Pedestrian	Martinez - Marina Vista Streetscape	Expansion	CC-070085	238	0	3,021	3,259
CC	Martinez	Local Road	Court Street Overcrossing, Phase 1	Enhancement	CC-090005	1,455	970	7,275	9,700
CC	Martinez	State Highway	I-680/Marina Vista I/C Improvements	Expansion	CC-070038	2,000	500	5,396	7,896
CC	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	400	5,500	6,100	12,000
CC	Moraga	Bicycle / Pedestrian	Moraga Way Streetscape Improvements	Enhancement	CC-110055	15	0	625	640
CC	MTC	Local Road	Regional Planning Activities and PPM - CC County	Operations	CC-090035	10,894	0	0	10,894
CC	Oakley	Local Road	Widen Main Street to 6 lanes from State Route 160	Expansion	CC-090015	630	1,000	11,000	12,630
CC	Oakley	State Highway	SR4 Realignment in Oakley	Expansion	CC-070065	2,246	5,012	3,240	10,498
CC	Orinda	Bicycle / Pedestrian	Moraga Way Pedestrian Pathway	Expansion	CC-110048	37	0	221	258
CC	Pinole	Local Road	Widen Pinole Valley Road ramps at I-80	Expansion	CC-090017	50	100	637	787
CC	Pittsburg	Bicycle / Pedestrian	Bailey Road Transit Access Improvement	Enhancement	CC-070084	184	45	1,969	2,198
CC	Pittsburg	Bicycle / Pedestrian	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Expansion	CC-110017	105	5	1,041	1,151

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CC	Oakland	Local Road	California Avenue Widening	Expansion	CC-070041	900	8,200	6,600	15,700
CC	Pittsburg	Local Road	West Leland Extension, Phase II	Expansion	CC-070043	1,800	900	8,900	11,600
CC	Pittsburg	Local Road	Pittsburg-Antioch Highway Widening	Expansion	CC-070044	1,300	800	3,000	5,100
CC	Pittsburg	Local Road	James Donlon Extension (Buchanan Rd Bypass)	Expansion	CC-070045	4,400	500	28,600	33,500
CC	Pittsburg	Local Road	Pittsburg Railroad Avenue Pavement Rehab	Maint / Rehab	CC-110012	125	5	1,100	1,230
CC	Pleasant Hill	Bicycle / Pedestrian	Lisa Lane Sidewalk Project	Enhancement	CC-110051	76	0	645	721
CC	Pleasant Hill	Bicycle / Pedestrian	Central-East County SR2S Program	Expansion	CC-110049	0	0	819	819
CC	Pleasant Hill	Local Road	Buskirk Avenue Widening	Enhancement	CC-090002	1,500	2,900	6,600	11,000
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Ave Bike/Ped Imp & Streetscape	Enhancement	CC-110007	265	5	2,152	2,422
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Avenue Streetscape	Enhancement	CC-110016	600	0	4,415	5,015
CC	Richmond	Bicycle / Pedestrian	Richmond Barrett Avenue Bicycle Lanes	Enhancement	CC-110018	81	5	678	764
CC	Richmond	Bicycle / Pedestrian	SR2S - Nystrom, Coronado, Highland, Wilson & Wash.	Operations	CC-110031	0	0	976	976
CC	Richmond	Local Road	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	900	0	1,600	2,500
CC	Richmond	Local Road	Marina Bay Parkway Grade Separation	Expansion	CC-090018	7,058	1,573	28,294	36,925
CC	Richmond	Local Road	Dorman Drive/Garrard Blvd Tunnel Rehabilitation	Maint / Rehab	CC-030011	58	0	1,138	1,196
CC	Richmond	State Highway	I-80/Central Ave Interchange Modification	Expansion	CC-050076	2,895	0	18,124	21,019

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						PE	ROW	CON	
CC	Richmond	Transit	East Side Improvements Richmond Intermodal Station	Enhancement	CC-090025	1,087	50	14,950	16,087
CC	San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway Phases II	Maint / Rehab	CC-110001	315	5	1,600	1,920
CC	San Pablo	State Highway	I-80/San Pablo Dam Rd I/C Modifications	Expansion	CC-070035	9,400	9,700	43,100	62,200
CC	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	1,000	2,900	18,000	21,900
CC	San Ramon	Local Road	Widen and extend Bollinger Canyon Road to 6 lanes	Expansion	CC-090020	670	1,000	3,000	4,670
CC	San Ramon	State Highway	I-680 HOV Direct Ramps	Expansion	CC-070036	5,500	10,000	86,100	101,600
CC	St. Rte. 4 BA	Bicycle / Pedestrian	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	600	1,000	5,000	6,600
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	2,100	300	10,000	12,400
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Balfour Interchange	Expansion	CC-070053	2,000	12,000	31,057	45,057
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek Ph II	Expansion	CC-070076	1,000	0	20,000	21,000
CC	Walnut Creek	Bicycle / Pedestrian	Ygnacio Valley Road Ped/Bike Trail Phase 2	Maint / Rehab	CC-110054	114	57	572	743
CC	Walnut Creek	Local Road	Geary Rd Widening Ph. 3	Expansion	CC-070050	850	100	7,000	7,950
CC	Walnut Creek	Local Road	Walnut Creek Various Arterials & Collectors Rehab	Maint / Rehab	CC-110013	75	5	2,023	2,103
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030025	0	0	2,045	2,045
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	Maint / Rehab	CC-050074	1,141	0	473	1,614
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint / Rehab	CC-110057	0	0	2,329	2,329

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CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint / Rehab	CC-110058	0	0	40	40
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	0	0	1,186	1,186
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	3,438	0	21,175	24,613
CC	WETA	Transit	Hercules Ferry Service	Expansion	CC-070064	1,000	0	0	1,000
CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	813	0	0	813
CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	813	0	0	813
TOTAL FOR CONTRA COSTA COUNTY						376,199	295,226	2,655,660	3,327,085

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						Programmed Funding by Phase			
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MARIN COUNTY									
MRN	Caltrans	State Highway	US 101 - Golden Gate Botanical Area Revegetation	Enhancement	MRN050012	70	5	520	595
MRN	Caltrans	State Highway	US-101 Mission Bell Installation	Enhancement	MRN110003	55	5	181	241
MRN	Caltrans	State Highway	I-580 WB to US 101 NB Aux Lanes	Expansion	MRN070007	4,200	500	15,300	20,000
MRN	Fairfax	Bicycle / Pedestrian	Fairfax - Non-motorized Transp. Pilot Program	Enhancement	MRN070014	195	0	110	305
MRN	FHWA	Local Road	Stinson Beach Access Road	Maint / Rehab	MRN050020	230	0	2,573	2,803
MRN	GGBHTD	Bicycle / Pedestrian	Golden Gate Transit Station Bicycle Improvements	Enhancement	MRN090012	40	0	123	163
MRN	GGBHTD	Local Road	Golden Gate Bridge - Suicide Deterrent System	Enhancement	MRN050019	7,000	0	45,000	52,000
MRN	GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Phase 3B	Maint / Rehab	MRN050018	0	0	137,570	137,570
MRN	GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint / Rehab	MRN970016	0	0	274,357	274,357
MRN	GGBHTD	Transit	San Rafael Transit Center Improvements	Enhancement	MRN070008	0	0	365	365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements	Enhancement	MRN070018	0	0	1,681	1,681
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001	500	0	0	500
MRN	GGBHTD	Transit	ACIS Radio Communications System	Maint / Rehab	MRN010035	0	0	19,774	19,774
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint / Rehab	MRN030010	0	0	34,546	34,546
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation	Maint / Rehab	MRN030011	0	0	14,511	14,511

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						PE	ROW	CON	Total
MRN	GGBHTD	Transit	4 Replacement Express Buses	Maint / Rehab	MRN050015	0	0	1,600	1,600
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint / Rehab	MRN050025	0	0	11,782	11,782
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1998 40' Transit Buses	Maint / Rehab	MRN090024	0	0	14,724	14,724
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint / Rehab	MRN090025	0	0	13,800	13,800
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint / Rehab	MRN090034	0	0	19,081	19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint / Rehab	MRN090035	0	0	557	557
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint / Rehab	MRN090036	0	0	1,478	1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Maint / Rehab	MRN110027	0	0	1,310	1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint / Rehab	MRN110028	0	0	245	245
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint / Rehab	MRN990017	0	0	23,394	23,394
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	0	0	1,403	1,403
MRN	Larkspur	Bicycle / Pedestrian	Citywide Landscaping and Heatherwood Pathway	Enhancement	MRN090051	20	0	200	220
MRN	Larkspur	Bicycle / Pedestrian	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	324	0	1,118	1,442
MRN	Marin County	Bicycle / Pedestrian	Sir Francis Drake Boulevard Westbound Bike Lane	Enhancement	MRN090050	132	0	329	461
MRN	Marin County	Bicycle / Pedestrian	Marinwood, Greenbrae, Strawberry & Marin City Imps	Enhancement	MRN110007	225	0	990	1,215
MRN	Marin County	Bicycle / Pedestrian	Veneta Valley School SR2S Improvements	Enhancement	MRN110016	71	0	362	433

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MRN	Marin County	Bicycle / Pedestrian	Non-motorized Transp. Pilot Program - Marin County	Expansion	MRN050033	5,011	490	5,698	11,199
MRN	Marin County	Bicycle / Pedestrian	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	1,238	0	3,200	4,438
MRN	Marin County	Bicycle / Pedestrian	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	62	0	475	537
MRN	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Enhancement	MRN070019	1,036	0	3,410	4,446
MRN	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	Enhancement	MRN110033	45	0	362	407
MRN	Marin County	Local Road	Marin County: Southern Marin Roads Rehab	Maint / Rehab	MRN090053	151	0	1,203	1,354
MRN	Marin County	Local Road	Novato Boulevard Resurfacing	Maint / Rehab	MRN110015	91	0	1,137	1,228
MRN	Marin County	State Highway	Tennessee Valley Bridge	Maint / Rehab	MRN010006	300	0	611	911
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	Expansion	MRN070001	500	0	1,923	2,423
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint / Rehab	MRN110004	0	0	2,000	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint / Rehab	MRN110030	0	0	1,530	1,530
MRN	Mill Valley	Bicycle / Pedestrian	Mill Valley - Non-motorized Transp. Pilot Program	Enhancement	MRN070020	147	0	946	1,093
MRN	Mill Valley	Bicycle / Pedestrian	Sycamore Avenue Improvements	Enhancement	MRN090052	72	0	339	411
MRN	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint / Rehab	MRN070002	1,100	300	5,750	7,150
MRN	Mill Valley	Local Road	Mill Valley - Edgwood Avenue Resurfacing	Maint / Rehab	MRN110009	49	0	277	326
MRN	MTC	Local Road	Regional Planning Activities and PPM - Marin	Operations	MRN090020	6,658	0	0	6,658

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						PE	ROW	CON	Total
MRN	Novato	Bicycle / Pedestrian	Novato - Non-motorized Transp. Pilot Program	Expansion	MRN070011	0	0	1,950	1,950
MRN	Novato	Local Road	Novato Boulevard Improvements, Diablo to Grant	Expansion	MRN070006	1,063	0	7,911	8,974
MRN	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replcmnt(27C0079)	Expansion	MRN110032	1,060	1,250	3,507	5,817
MRN	San Rafael	Bicycle / Pedestrian	San Rafael - Non-motorized Transp. Pilot Program	Enhancement	MRN070009	1,114	0	1,557	2,671
MRN	San Rafael	Bicycle / Pedestrian	San Rafael: Sidewalk along East Francisco Blvd	Enhancement	MRN110029	200	0	1,300	1,500
MRN	San Rafael	Local Road	San Rafael Citywide Street Resurfacing	Maint / Rehab	MRN110008	180	0	1,152	1,332
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Non-motorized Transp. Pilot Program	Enhancement	MRN070012	156	0	534	690
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Enhancement	MRN110010	100	0	185	285
MRN	TAM	Bicycle / Pedestrian	Central Marin Ferry Access Improvements	Expansion	MRN050014	3,910	250	7,610	11,770
MRN	TAM	Bicycle / Pedestrian	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	0	510	100	610
MRN	TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	Enhancement	MRN070017	100	0	0	100
MRN	TAM	Local Road	Green Ways to School Through Social Networking	Operations	MRN110005	0	0	658	658
MRN	TAM	State Highway	Highway 101 Landscaping for Gap Closure Project	Enhancement	MRN110034	430	0	3,470	3,900
MRN	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impts.	Expansion	MRN050001	16,333	5,000	99,367	120,700
MRN	TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Expansion	MRN050034	37,564	25,860	309,276	372,700
MRN	Various	Local Road	Marin County: Major Roads Rehabilitation	Maint / Rehab	MRN090008	2,000	3,000	25,000	30,000

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TOTAL FOR MARIN COUNTY						93,733	37,170	1,131,422	1,262,325

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MULTIPLE COUNTIES									
REG	ACWA	Local Road	Green Star / Cool Schools Program	Operations	REG110016	0	0	980	980
REG	Alameda County	Regional	Local Government EV Fleet Program	Expansion	REG110013	9	0	2,799	2,808
REG	BAAQMD	Bicycle / Pedestrian	Regional Bicycle Sharing Pilot	Operations	REG110010	200	20	6,283	6,503
REG	BAAQMD	Transit	Spare the Air Program	Operations	MTC990015	5,184	0	14,994	20,178
REG	BART	Transit	BART Train Control Renovation	Maint / Rehab	BRT030004	400	0	157,077	157,477
REG	BART	Transit	BART: Traction Power System Renovation	Maint / Rehab	BRT030005	1,722	0	127,853	129,575
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	Maint / Rehab	BRT050003	64,263	3,500	197,615	265,378
REG	BART	Transit	BART: Rail, Way and Structures Program	Maint / Rehab	BRT97100B	0	0	118,900	118,900
REG	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint / Rehab	REG050020	0	0	609,450	609,450
REG	BART	Transit	BART: Railcar Replacement Program	Maint / Rehab	REG090037	0	0	1,034,705	1,034,705
REG	BART	Transit	ADA Paratransit Capital Accessibility Improve	Operations	BRT99T01B	0	0	26,601	26,601
REG	Caltrain	Transit	Caltrain Positive Train Control System	Enhancement	REG110030	29,885	0	202,800	232,685
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint / Rehab	REG090051	0	0	5,898	5,898
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Maint / Rehab	REG090053	0	0	15,207	15,207
REG	Caltrain	Transit	Caltrain Transit Asset Management System (CTAMS)	Maint / Rehab	REG110025	0	0	750	750

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REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Maint / Rehab	SM-03006B	0	0	96,212	96,212
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Maint / Rehab	SM-050041	0	0	38,661	38,661
REG	Caltrans	Local Road	GL: Safety Improvements - SRTS	Maint / Rehab	VAR130012	0	0	16,854	16,854
REG	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Maint / Rehab	VAR130045	0	0	326,146	326,146
REG	Caltrans	Local Road	GL: Railroad/Highway Crossings	Maint / Rehab	VAR991009	0	0	25,617	25,617
REG	Caltrans	Local Road	GL: Safety Imprv - High Risk Rural Roads (HR3)	Operations	VAR130006	0	0	12,796	12,796
REG	Caltrans	State Highway	Statewide Archaeological Reburial Database	Enhancement	REG110022	575	0	0	575
REG	Caltrans	State Highway	Geoarchaeological Study of Route 101 Corridor	Enhancement	REG110024	358	0	0	358
REG	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint / Rehab	MTC050008	18,805	67	40,534	59,406
REG	Caltrans	State Highway	GL: Pymt Resurf/Rehab State Hwy Sys - SHOPP Minor	Maint / Rehab	REG090072	0	0	15,496	15,496
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Program	Maint / Rehab	VAR130001	0	0	89,357	89,357
REG	Caltrans	State Highway	GL: Pavement Resurf/Rehab - SHOPP Roadway Presv.	Maint / Rehab	VAR130003	0	0	190,733	190,733
REG	Caltrans	State Highway	GL: Safety Imprv. - SHOPP Collision Reduction	Maint / Rehab	VAR130004	0	0	209,210	209,210
REG	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Response	Maint / Rehab	VAR130005	0	0	181,551	181,551
REG	Caltrans	State Highway	GL: Pymt Resurf/Rehab SHS - Highway Maint.	Maint / Rehab	VAR130031	0	0	22,311	22,311
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	Maint / Rehab	VAR130042	0	0	26,853	26,853

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REG	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPP	Maint / Rehab	VAR130044	0	0	438,316	438,316
REG	Caltrans	State Highway	GL: Emergency Response (ER) - State	Maint / Rehab	VAR991004	0	2,410	199,840	202,250
REG	Caltrans	State Highway	Cultural Resources Legacy Data Database	Operations	REG110023	1,630	0	0	1,630
REG	Caltrans	State Highway	GL: Safety Imprv - Highway Safety Improvement Prog	Operations	VAR130007	0	0	34,790	34,790
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Operations	REG110027	0	0	8,588	8,588
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	VAR130041	0	0	15,368	15,368
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot Modifications	Maint / Rehab	REG090052	0	0	3,835	3,835
REG	MTC	Bicycle / Pedestrian	Safe Routes to Transit	Enhancement	MTC050021	0	0	20,000	20,000
REG	MTC	Local Road	Regional Planning Activities and PPM - MTC	Operations	REG090038	8,219	0	2,017	10,236
REG	MTC	Local Road	Regional Streets and Roads Program	Operations	REG090039	0	0	14,912	14,912
REG	MTC	Local Road	Regional Arterial Operations & Signal Timing Prog	Operations	REG090046	9,400	0	1,000	10,400
REG	MTC	Local Road	Parking Pricing Regional Analysis	Operations	REG110029	0	0	700	700
REG	MTC	Regional	Regional Planning Activities - ABAG	Operations	REG090040	5,546	0	0	5,546
REG	MTC	Regional	Regional Planning Activities - BCDC	Operations	REG090041	2,524	0	0	2,524
REG	MTC	Regional	511 Traveler Information	Operations	REG090042	0	0	94,060	94,060
REG	MTC	Regional	Climate Initiatives Program Public Education	Operations	REG090065	10,643	0	0	10,643

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REG	MTC	Regional	Climate Initiatives Evaluation and Administration	Operations	REG090066	4,000	0	0	4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	Operations	REG110011	25	0	2,308	2,333
REG	MTC	Regional	Climate Initiatives Program	Operations	REG130003	0	0	19,203	19,203
REG	MTC	State Highway	Regional Express Lane Network Ph1-2	Expansion	REG110031	21,000	0	65,000	86,000
REG	MTC	State Highway	Toll Bridge Rehabilitation Program	Maint / Rehab	REG130001	0	0	628,906	628,906
REG	MTC	State Highway	Toll Bridge Maintenance	Maint / Rehab	REG130002	0	0	48,000	48,000
REG	MTC	State Highway	Freeway Performance Initiative (FPI)	Operations	REG090003	73,510	1,228	289,237	363,976
REG	MTC	Transit	Transit Commute Benefits Promotion	Operations	MTC050001	50	0	4,950	5,000
REG	MTC	Transit	Real-time Transit Information Program	Operations	MTC050020	0	0	20,000	20,000
REG	MTC	Transit	Integrated Fare Structure Program	Operations	MTC050022	1,000	0	500	1,500
REG	MTC	Transit	Clipper Fare Collection System	Operations	MTC99002A	0	0	62,572	62,572
REG	MTC	Transit	Transit Capital Inventory Improvements	Operations	REG050013	1,250	0	0	1,250
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	0	0	19,275	19,275
REG	MTC	Transit	Clipper Fare Collection System	Operations	REG090045	0	0	86,388	86,388
REG	MTC	Transit	Station Area Planning Program & Implementation	Operations	REG110014	9,417	0	0	9,417
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026	0	0	6,220	6,220

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REG	MTC	Transit	GL: FY10 JARC Mobility Management	Operations	REG110028	0	0	974	974
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	0	0	10,431	10,431
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033	0	0	3,000	3,000
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034	0	0	1,800	1,800
REG	MTC-SAFE	State Highway	Incident Management Program	Operations	REG090044	18,347	0	31,646	49,993
REG	Natl Park Svc	Bicycle / Pedestrian	GL: US 206 Recreational Grants	Maint / Rehab	REG070014	0	0	3,277	3,277
REG	Natl Park Svc	Bicycle / Pedestrian	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint / Rehab	SF-050045	2,712	0	11,374	14,086
REG	Natl Park Svc	Local Road	Golden Gate Nat'l Rec. Area Road Rehab	Maint / Rehab	SF-030002	14,483	0	39,157	53,640
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	Maint / Rehab	SF-090027	1,603	0	1,895	3,498
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	Operations	SF-090024	1,897	0	0	1,897
REG	SF County TA	Local Road	eFleet: Carsharing Electrified	Expansion	REG110012	193	0	1,939	2,132
REG	SFMTA	Local Road	Electric Vehicle Taxis and Battery Switch Stations	Enhancement	REG110017	927	30	7,038	7,995
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	Operations	REG110015	271	0	1,262	1,532
REG	Various	Transit	GL: ARRA Transit Rehab (Santa Rosa 5307)	Maint / Rehab	REG090012	0	0	6,244	6,244
REG	Various	Transit	GL: ARRA Transit Rehab (Vallejo 5307)	Maint / Rehab	REG090016	0	0	4,649	4,649
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5307)	Maint / Rehab	REG090019	0	0	120,343	120,343

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						PE	ROW	CON	Total
REG	Various	Transit	GL: ARRA Transit Rehab (Concord 5307)	Maint / Rehab	REG090020	0	0	14,351	14,351
REG	Various	Transit	GL: ARRA Transit Rehab (Antioch 5307)	Maint / Rehab	REG090021	0	0	5,808	5,808
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5309)	Maint / Rehab	REG090023	0	0	48,264	48,264
REG	Various	Transit	GL: ARRA Transit Rehab (San Jose 5309)	Maint / Rehab	REG090024	0	0	4,086	4,086
REG	Various	Transit	GL: ARRA Transit Ops & Rehab	Maint / Rehab	REG090064	0	0	67,463	67,463
REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	2,615	0	27,216	29,831
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	2,500	0	35,450	37,950
REG	WETA	Transit	Ferry Service for South San Francisco	Expansion	MTC050030	1,969	0	46,969	48,938
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	0	0	1,000	1,000
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint / Rehab	REG090054	0	0	1,545	1,545
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint / Rehab	REG090055	0	0	5,015	5,015
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint / Rehab	REG090057	0	0	3,312	3,312
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint / Rehab	REG090067	0	0	4,774	4,774
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint / Rehab	REG110020	0	0	331	331
REG	WETA	Transit	WETA: Revenue Vehicle Communication Equipment	Maint / Rehab	REG110021	0	0	182	182
REG	WETA	Transit	WETA Ferry Expansion Studies.	Operations	MTC050028	10,050	0	0	10,050

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						PE	ROW	CON	
REG	WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	Operations	REG110001	1,000	0	14,250	15,250
TOTAL FOR MULTIPLE COUNTIES						328,181	7,255	6,425,275	6,760,711

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						Programmed Funding by Phase				
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total	
NAPA COUNTY										
NAP	American Canyon	Bicycle / Pedestrian	American Canyon Napa Junction Elementary Ped Imps	Enhancement	NAP090007	79	0	197	276	
NAP	American Canyon	Bicycle / Pedestrian	Wetlands Edge Bay Trail Segment	Expansion	NAP070002	82	12	872	966	
NAP	American Canyon	Bicycle / Pedestrian	American Canyon: Theresa Ave Sidewalk Imp Phase 3	Expansion	NAP110007	4	0	226	230	
NAP	American Canyon	Local Road	American Canyon - Napa Square Pavement Rehab.	Maint / Rehab	NAP110022	0	0	286	286	
NAP	American Canyon	Local Road	American Canyon PDA Development Plan	Operations	NAP110006	360	0	1,500	1,860	
NAP	Caltrans	State Highway	Design of SR 12/29 Grade Separation	Expansion	NAP010002	1,500	0	0	1,500	
NAP	Caltrans	State Highway	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	14,495	15,856	107,400	137,751	
NAP	MTC	Local Road	Regional Planning Activities and PPM - Napa	Operations	NAP090002	5,633	0	0	5,633	
NAP	Napa	Bicycle / Pedestrian	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Expansion	NAP110011	100	0	113	213	
NAP	Napa	Bicycle / Pedestrian	Napa City North/South Bike Connection	Expansion	NAP110013	48	0	247	295	
NAP	Napa	Local Road	Browns Valley Roundabout	Enhancement	NAP110002	130	0	340	470	
NAP	Napa	Local Road	Napa (City): 2011 Cape Seal Pavement Rehab	Maint / Rehab	NAP110008	20	0	706	726	
NAP	Napa	Local Road	Napa City - Linda Vista Pavement Overlay	Maint / Rehab	NAP110015	37	0	739	776	
NAP	Napa County	Local Road	Napa County: Silverado Trail Paving Phase F	Maint / Rehab	NAP110009	0	0	955	955	
NAP	Napa County	Local Road	Napa County Road Rehab. Various Streets	Maint / Rehab	NAP110019	0	0	1,287	1,287	

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						PE	ROW	CON	Total
NAP	Napa County	Local Road	Silverado Trail Phase G and H Rehab	Maint / Rehab	NAP110023	0	0	1,595	1,595
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	2,550	2,200	2,880	7,630
NAP	NCTPA	Bicycle / Pedestrian	NCTPA: Napa County SRTS Program Expansion	Enhancement	NAP110012	0	0	315	315
NAP	NCTPA	Bicycle / Pedestrian	Napa County: Napa River/Bay Trail Segment 7 & 8	Expansion	NAP090004	0	0	183	183
NAP	NCTPA	Bicycle / Pedestrian	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	1,239	0	4,125	5,364
NAP	NCTPA	State Highway	SR 12/29/221 Soscol Junction Interchange Study	Expansion	NAP090003	6,300	0	0	6,300
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	Enhancement	NAP030005	0	0	646	646
NAP	NCTPA	Transit	NCTPA Multi-modal Transit Center Terminal/Park and	Expansion	NAP990011	100	0	8,955	9,055
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint / Rehab	NAP090005	0	0	10,428	10,428
NAP	NCTPA	Transit	NCTPA Operating	Maint / Rehab	NAP090008	0	0	800	800
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	0	0	306	306
NAP	NCTPA	Transit	Napa Vine: Operating Assistance	Operations	NAP970010	0	0	27,234	27,234
NAP	Yountville	Bicycle / Pedestrian	Yountville - Napa County Bicycle Path Improvements	Expansion	NAP090006	55	0	162	217
TOTAL FOR NAPA COUNTY						32,732	18,068	172,497	223,297

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						Programmed Funding by Phase			
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SAN FRANCISCO COUNTY									
SF	BART	Bicycle / Pedestrian	24th Street/Mission BART Plaza Pedestrian Imps.	Enhancement	SF-090051	700	0	2,079	2,779
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	Enhancement	SF-090040	451	0	3,704	4,155
SF	BART	Transit	BART/MUNI Direct Connection Platform	Maint / Rehab	SF-050014	0	0	3,000	3,000
SF	Caltrain	Transit	Caltrain Electrification	Enhancement	SF-010028	38,000	1,000	746,026	785,026
SF	GGBHTD	Local Road	Golden Gate Bridge - Moveable Median Barrier	Enhancement	SF-070037	4,800	200	20,000	25,000
SF	MTC	Local Road	City CarShare Pilot Program	Expansion	SF-050043	0	0	2,986	2,986
SF	MTC	Local Road	Regional Planning Activities and PPM - SF County	Operations	SF-090030	8,962	0	0	8,962
SF	Port of SF	Bicycle / Pedestrian	Pier 70 Shoreline Open Space Improvements	Enhancement	SF-070014	200	0	800	1,000
SF	Port of SF	Bicycle / Pedestrian	San Francisco Cargo Way Bay Trail Bike Lanes	Enhancement	SF-110014	15	0	459	474
SF	Port of SF	Local Road	Embarcadero Corridor Transportation Improvements	Enhancement	SF-070009	850	0	4,500	5,350
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint / Rehab	SF-070010	2,800	0	17,200	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint / Rehab	SF-070012	1,000	0	7,000	8,000
SF	Presidio	Transit	PresidiGo Shuttle CNG Buses	Maint / Rehab	SF-090025	0	0	857	857
SF	SF City/County	Bicycle / Pedestrian	San Francisco - Arelious Walker Stairway Imps.	Enhancement	SF-090036	191	0	1,118	1,309
SF	SF City/County	Local Road	UCSF at Mission Bay Transportation Improvements	Enhancement	SF-110002	600	0	23,800	24,400

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						Programmed Funding by Phase				
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total	
SF	SF City/County	Local Road	Mission Bay Biotech Cluster East Improvements	Enhancement	SF-110003	500	0	30,300	30,800	
SF	SF City/County	Local Road	Mission Bay Residential Improvements Ph. II & III	Enhancement	SF-110004	3,300	0	48,100	51,400	
SF	SF City/County	State Highway	I-280 and Mariposa Ramp Improvements	Operations	SF-110001	1,300	0	5,200	6,500	
SF	SF County TA	Local Road	San Francisco Value Pricing and Regulation Study	Operations	SF-110038	600	0	0	600	
SF	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	Maint / Rehab	SF-070027	13,222	3,000	181,175	197,397	
SF	SF County TA	State Highway	US 101 Doyle Drive Replacement	Maint / Rehab	SF-991030	88,272	84,010	872,720	1,045,002	
SF	SF County TA	Transit	Geary Bus Rapid Transit	Enhancement	SF-070004	10,268	0	209,532	219,800	
SF	SF County TA	Transit	Van Ness Bus Rapid Transit	Enhancement	SF-070005	15,302	0	72,298	87,600	
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	4,223	4,275	56,680	65,178	
SF	SF County TA	Transit	Integrated Public-Private Partnership TDM Program	Operations	SF-110011	0	0	1,025	1,025	
SF	SF DPW	Bicycle / Pedestrian	San Francisco Point Lobos Streetscape	Enhancement	SF-090038	87	0	508	595	
SF	SF DPW	Bicycle / Pedestrian	San Francisco - Marina Green Bicycle Trail Imps.	Enhancement	SF-110013	126	100	1,031	1,257	
SF	SF DPW	Local Road	San Francisco - Folsom Streetscape	Enhancement	SF-110007	496	100	4,947	5,543	
SF	SF DPW	Local Road	San Francisco - Broadway Streetscape	Enhancement	SF-110009	190	100	1,622	1,912	
SF	SF DPW	Local Road	South of Market Alleyways Improvements, Phase 2	Enhancement	SF-110012	574	0	1,766	2,340	
SF	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	24,085	11,000	133,915	169,000	

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						PE	ROW	CON	Total
SF	SF DPW	Local Road	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	Expansion	SF-110006	50	0	450	500
SF	SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	Maint / Rehab	SF-010004	1,384	50	38,974	40,408
SF	SF DPW	Local Road	Citywide: San Francisco Street Improvements	Maint / Rehab	SF-050042	1,592	100	15,167	16,859
SF	SF DPW	Local Road	Great Highway Restoration	Maint / Rehab	SF-110005	404	86	12,639	13,129
SF	SF DPW	State Highway	SR 1 - 19th Avenue Median Improvements	Enhancement	SF-070025	173	0	1,164	1,337
SF	SF DPW	State Highway	SR 1 - 19th Avenue Streetscape Improvements	Enhancement	SF-110030	0	0	250	250
SF	SF DPW	State Highway	Arterial from Harney Way & Jamestown Ave. to Crisp	Expansion	SF-090002	16,518	2,100	36,382	55,000
SF	SF DPW	State Highway	Harney Way Roadway Improvements	Expansion	SF-090004	865	665	20,470	22,000
SF	SF DPW	Transit	BRT-Ped-Bike Bridge over Yosemite Slough	Expansion	SF-090006	7,300	5,700	45,000	58,000
SF	SFDPH	Bicycle / Pedestrian	San Francisco SR2S - Education and Outreach	Operations	SF-110015	0	0	590	590
SF	SFMTA	Bicycle / Pedestrian	San Francisco - Various Pedestrian Signal Upgrades	Enhancement	SF-090029	0	0	466	466
SF	SFMTA	Bicycle / Pedestrian	Phelan Loop Pedestrian and Street Beautification	Enhancement	SF-090037	2,300	0	8,396	10,696
SF	SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Parking	Enhancement	SF-090039	0	0	235	235
SF	SFMTA	Bicycle / Pedestrian	Church and Duboce Bike / Pedestrian Enhancements	Enhancement	SF-090041	47	0	427	474
SF	SFMTA	Bicycle / Pedestrian	Sunset Boulevard Ped Safety and Education	Enhancement	SF-090042	202	0	1,097	1,299
SF	SFMTA	Bicycle / Pedestrian	Sunset and AP Giannini SR2S Improvements	Enhancement	SF-110029	150	0	654	804

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						Programmed Funding by Phase			
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SF	SFMTA	Bicycle / Pedestrian	SF Crosswalk Conversion	Enhancement	SF-110040	115	0	250	365
SF	SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Route Improvements	Expansion	SF-070036	565	0	4,900	5,465
SF	SFMTA	Bicycle / Pedestrian	Linked Priced Electric Bikesharing	Expansion	SF-110037	1,280	0	3,175	4,456
SF	SFMTA	Bicycle / Pedestrian	SF Ped Safety and Encouragement Campaign	Operations	SF-110039	149	0	851	1,000
SF	SFMTA	Local Road	Second St Phase 1 - SFgo Signal Rehab and Upgrade	Enhancement	SF-110008	17	0	824	841
SF	SFMTA	Local Road	SFGO-Corridor Management	Operations	SF-070030	9,210	0	45,661	54,871
SF	SFMTA	Local Road	SF Downtown Parking Pricing	Operations	SF-070040	1,000	100	44,900	46,000
SF	SFMTA	Transit	SFMTA: N-Judah Mobility Maximization Project	Enhancement	SF-110042	460	0	3,777	4,237
SF	SFMTA	Transit	SFMTA: Mission Mobility Maximization	Enhancement	SF-110043	1,660	0	7,770	9,430
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	Expansion	SF-010037	171,786	34,777	1,363,437	1,570,000
SF	SFMTA	Transit	Glen Park Intermodal Facility	Expansion	SF-050039	2,018	0	2,278	4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	500	0	1,000	1,500
SF	SFMTA	Transit	Mission Bay Trolley Coach Extension	Expansion	SF-070006	4,500	0	0	4,500
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	1,200	0	43,273	44,473
SF	SFMTA	Transit	Geneva/Harney Limited/Express Bus Service	Expansion	SF-090013	0	0	28,000	28,000
SF	SFMTA	Transit	Transit Center in Candlestick Point	Expansion	SF-090015	1,700	0	4,300	6,000

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						PE	ROW	CON	Total
SF	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	3,400	2,900	15,700	22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	4,400	2,200	15,400	22,000
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	4,000	2,000	17,000	23,000
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	700	2,000	48,300	51,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Extn	Expansion	SF-090020	4,600	0	19,400	24,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Porto	Expansion	SF-090021	9,800	0	43,200	53,000
SF	SFMTA	Transit	Trolley Coach Extension Program	Expansion	SF-090022	400	0	5,000	5,400
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney Way Po	Expansion	SF-090023	3,230	5,000	140,700	148,930
SF	SFMTA	Transit	Misc Security Improvements & Graffiti Prevention	Maint / Rehab	SF-030004	0	0	26,456	26,456
SF	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Maint / Rehab	SF-030013	0	0	38,816	38,816
SF	SFMTA	Transit	SFMTA: Train Control & Trolley Signal Rehab/Replace	Maint / Rehab	SF-050024	0	0	54,082	54,082
SF	SFMTA	Transit	SFMTA: Escalator Rehabilitation	Maint / Rehab	SF-050026	320	0	19,970	20,290
SF	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint / Rehab	SF-050034	706	0	46,478	47,184
SF	SFMTA	Transit	Central Control - Facility Replacement	Maint / Rehab	SF-070007	7,525	0	43,205	50,730
SF	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint / Rehab	SF-070045	0	0	102,955	102,955
SF	SFMTA	Transit	SFMTA: Rehab 170 Neoplans	Maint / Rehab	SF-070046	0	0	21,890	21,890

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						PE	ROW	CON	Total
SF	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint / Rehab	SF-090031	0	0	13,285	13,285
SF	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	Maint / Rehab	SF-090035	0	0	4,153	4,153
SF	SFMTA	Transit	SFMTA: Motor coach replacement- 45 NABI buses	Maint / Rehab	SF-090043	0	0	16,436	16,436
SF	SFMTA	Transit	SF Muni Rail Replacement Program, Part B	Maint / Rehab	SF-95037B	1,500	0	128,567	130,067
SF	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	Maint / Rehab	SF-970073	0	0	19,955	19,955
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint / Rehab	SF-970170	1,250	0	147,461	148,711
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint / Rehab	SF-990004	4,190	0	116,795	120,985
SF	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint / Rehab	SF-99T002	1,000	0	72,770	73,770
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	Maint / Rehab	SF-99T005	0	0	87,394	87,394
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation Program	Operations	SF-090032	500	0	7,124	7,624
SF	SFMTA	Transit	SFMTA Transportation Asset Management System	Operations	SF-110010	2,500	0	8,500	11,000
SF	SFMTA	Transit	San Francisco Market & Haight St. Transit/Ped Imps	Operations	SF-110016	644	0	3,928	4,572
SF	SFMTA	Transit	Global Positioning System	Operations	SF-990003	0	0	19,427	19,427
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	0	0	197,588	197,588
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	Expansion	SF-050002	31,571	45,240	562,000	638,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029	0	0	1,184,902	1,184,902

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						Programmed Funding by Phase			
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SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph. 1	Maint / Rehab	SF-010015	285,662	79,838	1,223,276	1,588,776
TOTAL FOR SAN FRANCISCO COUNTY						816,157	286,541	8,663,215	9,765,914

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SAN MATEO COUNTY						
SM	BART	Transit	Daly City BART Station Improvements	Enhancement	SM-070030	1,290
SM	BART	Transit	BART: Preventive Maintenance	Maint / Rehab	SM-050005	33,214
SM	Belmont	Bicycle / Pedestrian	US 101 Belmont Bike/Ped Bridge	Expansion	SM-070005	8,230
SM	Brisbane	Bicycle / Pedestrian	Bayshore Corridor North South Bikeway	Enhancement	SM-090041	803
SM	Brisbane	State Highway	US 101/Candlestick Interchange	Enhancement	SM-090004	13,710
SM	Burlingame	Local Road	Burlingame Ave. and Broadway Districts Streetscape	Enhancement	SM-110008	370
SM	Burlingame	Local Road	Burlingame - Federal Grant Street Resurfacing	Maint / Rehab	SM-110016	418
SM	Caltrain	Transit	Caltrain grade separation program	Enhancement	SM-090021	147,050
SM	Caltrain	Transit	South SF Station Improvement Project	Expansion	SM-030030	28,224
SM	Caltrain	Transit	Caltrain Express: Phase 2	Expansion	SM-070008	187,034
SM	Caltrain	Transit	Diridon Stn. Track/Signal/Term Rehab Upgrade	Maint / Rehab	JPB991001	30,740
SM	Caltrain	Transit	Tilton-Poplar Grade Separation	Maint / Rehab	SM-010054	17,302
SM	Caltrain	Transit	Signal Replacement and Upgrade Program	Maint / Rehab	SM-070033	1,848
SM	Caltrain	Transit	Narrow Banding Project	Maint / Rehab	SM-090001	2,593
SM	Caltrain	Transit	Caltrain: Systemwide Security	Operations	SM-030010	15,213

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						PE	ROW	CON	Total
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	0	0	1,443	1,443
SM	Caltrain	Transit	VMS-PA Systems Integration	Operations	SM-070032	0	0	1,100	1,100
SM	Caltrans	State Highway	San Mateo County: Install TMS Elements	Enhancement	SM-090023	360	98	1,705	2,163
SM	Caltrans	State Highway	I-280 Wildlife Connectivity Research	Enhancement	SM-110004	468	0	0	468
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	8,410	3,440	176,390	188,240
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - Marsh Road to SCL County	Expansion	SM-030001	12,944	1,405	92,874	107,223
SM	Caltrans	State Highway	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	13,000	11,451	54,867	79,318
SM	Caltrans	State Highway	SR 1 Devils Slide Bypass	Maint / Rehab	SM-970013	1,262	3,636	499,995	504,893
SM	Caltrans	State Highway	SR 82-El Camino Real Signal Coordination	Operations	SM-070003	840	0	6,295	7,135
SM	CCAG	Bicycle / Pedestrian	San Mateo County SR2S Program	Operations	SM-110022	0	0	1,615	1,615
SM	CCAG	Local Road	San Mateo Countywide ITS Improvements	Operations	SM-070002	800	0	3,498	4,298
SM	CCAG	Local Road	San Mateo County Traffic Incident Management	Operations	SM-070037	3,767	50	23,977	27,794
SM	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	Operations	SM-070029	478	0	0	478
SM	Daly City	Bicycle / Pedestrian	SR 82 Daly City-Mission St. Pedestrian Imps.-Ph I	Enhancement	SM-050046	494	0	2,138	2,632
SM	Daly City	Bicycle / Pedestrian	Daly City - Citywide Accessibility Improvements	Enhancement	SM-110009	45	0	475	520
SM	Daly City	Local Road	Daly City Street Rehab Program	Maint / Rehab	SM-110017	100	0	1,196	1,296

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					Programmed Funding by Phase				
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SM	East Palo Alto	Bicycle / Pedestrian	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006	272	68	2,059	2,399
SM	East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	Maint / Rehab	SM-070004	1,424	1,347	9,109	11,880
SM	Foster City	Local Road	Triton Drive Widening	Expansion	SM-090005	150	0	700	850
SM	Foster City	State Highway	State Route 92/Chess Drive - Ramp Widening Project	Expansion	SM-090006	500	500	1,500	2,500
SM	Half Moon Bay	Bicycle / Pedestrian	Highway 1 Bicycle/Pedestrian Trail	Expansion	SM-110027	70	0	525	595
SM	Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Maint / Rehab	SM-110014	15	0	435	450
SM	Millbrae	Bicycle / Pedestrian	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053	1,062	0	11,400	12,462
SM	Millbrae	State Highway	El Camino Real & Victoria Ave Pedestrian Crossing	Enhancement	SM-090017	76	0	405	481
SM	MTC	Local Road	Regional Planning Activities and PPM - San Mateo	Operations	SM-090024	8,792	0	0	8,792
SM	MTC	State Highway	Dumbarton Bridge Seismic Retrofit	Maint / Rehab	SM-130001	0	0	33,600	33,600
SM	Pacifica	State Highway	SR 1 - Fassler to West Port Drive Widening	Expansion	SM-050001	4,000	8,200	25,100	37,300
SM	Pacifica	State Highway	SR1 San Pedro Creek Bridge Replacement	Maint / Rehab	SM-050052	2,200	0	7,050	9,250
SM	Redwood City	Bicycle / Pedestrian	Bair Island Bay Trail Improvements	Expansion	SM-110025	50	0	381	431
SM	Redwood City	Bicycle / Pedestrian	Skyway/Shoreway Bike Route Improvements	Expansion	SM-110026	43	0	246	289
SM	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007	100	0	4,900	5,000
SM	SamTrans	Bicycle / Pedestrian	SR 82 - El Camino Real Grand Boulevard Initiative	Enhancement	SM-050051	980	0	3,519	4,499

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SM	SamTrans	Bicycle / Pedestrian	GBI: Removing Barriers to Livable Communities	Enhancement	SM-110006	1,397	0	0	1,397
SM	SamTrans	Local Road	Making the Last Mile Connection TDM Program	Operations	SM-110005	1,443	0	375	1,818
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	Enhancement	SM-110054	0	0	4,984	4,984
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance Facility/Equipment	Maint / Rehab	SM-030023	0	0	45,871	45,871
SM	SamTrans	Transit	Rehabilitation/Replacement	Maint / Rehab	SM-070049	0	0	1,233	1,233
SM	SamTrans	Transit	SAMTRANS: Service Support Vehicles	Maint / Rehab	SM-090019	0	0	322	322
SM	SamTrans	Transit	SamTrans: Replacement of 10 Paratransit Minivans	Maint / Rehab	SM-090042	0	0	505	505
SM	SamTrans	Transit	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	Maint / Rehab	SM-110052	0	0	1,505	1,505
SM	SamTrans	Transit	SAMTRANS: Advanced Communication System Upgrades	Operations	SM-110053	0	0	10,700	10,700
SM	SamTrans	Transit	SAMTRANS: Capital Maintenance-Fuel	Operations	SM-110056	0	0	4,183	4,183
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy.	Operations	SM-990026	0	0	4,723	4,723
SM	San Bruno	Bicycle / Pedestrian	San Bruno Transit Corridor Ped Connection Imprvmt	Enhancement	SM-110012	40	0	298	338
SM	San Bruno	Local Road	San Bruno Street Medians and Grand Blvd Imprvmts	Enhancement	SM-110011	99	0	739	838
SM	San Bruno	State Highway	SR 82 El Camino Real: Grand Boulevard Initiative	Enhancement	SM-070031	0	0	1,079	1,079
SM	San Carlos	Bicycle / Pedestrian	East Side Community Transit Connectivity Imprvmts	Expansion	SM-110028	532	0	2,239	2,771
SM	San Carlos	Local Road	San Carlos Pavement Rehab Program	Maint / Rehab	SM-110019	50	0	480	530

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SM	San Carlos	State Highway	US101/Holly Interchange modification	Operations	SM-0900008	500	0	2,500	3,000
SM	San Mateo	Bicycle / Pedestrian	Delaware Street Bike Lane and Streetscape	Enhancement	SM-110007	120	0	1,085	1,205
SM	San Mateo	Bicycle / Pedestrian	El Camino Real Phase I Improvement	Enhancement	SM-110010	120	0	982	1,102
SM	San Mateo	Local Road	San Mateo Street Rehab of Various Fed. Aid Routes	Maint / Rehab	SM-110021	100	0	1,418	1,518
SM	San Mateo	Local Road	Smart Corridor Initial Implementation Project	Operations	SM-0900054	0	0	1,940	1,940
SM	San Mateo	State Highway	SR92/El Camino Real (SR82) Ramp Modifications	Enhancement	SM-110047	625	0	9,375	10,000
SM	San Mateo Co	Bicycle / Pedestrian	San Mateo County Bike and Ped. Enhancements	Enhancement	SM-0900020	0	0	200	200
SM	San Mateo Co	Bicycle / Pedestrian	CSRT South of Dam Conversion	Expansion	SM-110024	101	0	1,024	1,125
SM	San Mateo Co	Local Road	San Mateo Co. Pavement Program	Maint / Rehab	SM-110020	100	0	1,600	1,700
SM	San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	Maint / Rehab	SM-110035	96	0	1,114	1,210
SM	SMCTA	Local Road	Widen Woodside Rd from 4 to 6 lanes btw ECR and BW	Expansion	SM-090011	700	0	2,000	2,700
SM	SMCTA	State Highway	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	300	0	5,000	5,300
SM	SMCTA	State Highway	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	9,800	3,000	37,500	50,300
SM	SMCTA	State Highway	Construct WB lane on Rte 92	Expansion	SM-0900003	6,300	15,000	35,200	56,500
SM	SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-0900009	1,300	800	4,300	6,400
SM	SMCTA	State Highway	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-0900113	700	0	34,600	35,300

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						PE	ROW	CON	
SM	SMCTA	State Highway	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	300	50	6,200	6,550
SM	SMCTA	State Highway	US 101 Aux lanes from San Bruno Ave to Grand Ave	Expansion	SM-090016	7,600	2,000	36,400	46,000
SM	SMCTA	State Highway	US 101 / Willow Road Interchange Reconstruction	Maint / Rehab	SM-010047	8,480	0	24,471	32,951
SM	SMCTA	State Highway	I-280/Route 1 interchange safety improvements	Operations	SM-090010	300	0	19,800	20,100
SM	SMCTA	State Highway	Improve US 101 operations near Rte 92	Operations	SM-090014	7,711	1,600	17,100	26,411
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	184,988	116,048	0	301,036
SM	SSF	Bicycle / Pedestrian	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	35	0	307	342
SM	SSF	State Highway	Utah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003	1,040	0	14,430	15,470
SM	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	0	0	15,000	15,000
TOTAL FOR SAN MATEO COUNTY						366,430	170,733	1,738,428	2,275,591

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SANTA CLARA COUNTY									
SCL	Caltrain	Transit	Accessible Capital Enhancement	Maint / Rehab	JPB991004	0	0	7,707	7,707
SCL	Caltrans	Local Road	Stanford U Parking Pricing w/ Off-Peak Incentives	Operations	SCL090073	2,948	0	0	2,948
SCL	Caltrans	State Highway	SR 87 Guadalupe Freeway Corridor Landscaping	Enhancement	SCL030008	638	27	8,260	8,925
SCL	Caltrans	State Highway	US 101 / SR 87-Trimble Road Landscaping	Enhancement	SCL050013	193	23	2,174	2,390
SCL	Caltrans	State Highway	I-280 Roadway Rehabilitation in San Jose	Maint / Rehab	SCL090033	5,168	584	11,304	17,056
SCL	Campbell	Local Road	Hacienda Avenue Improvements	Enhancement	SCL110116	0	0	680	680
SCL	Campbell	Local Road	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	530	0	3,670	4,200
SCL	Cupertino	Local Road	Cupertino Various Streets Rehabilitation	Maint / Rehab	SCL110022	28	0	574	602
SCL	Gilroy	Bicycle / Pedestrian	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	760	0	3,402	4,162
SCL	Gilroy	Bicycle / Pedestrian	Gilroy School Crossings, Sidewalks & Bicycle Lanes	Expansion	SCL110049	150	0	788	938
SCL	Los Altos Hills	Bicycle / Pedestrian	Safe Routes to Los Altos Hills Schools	Expansion	SCL110056	207	0	920	1,127
SCL	Milpitas	Bicycle / Pedestrian	Escuela Parkway Pedestrian and Bicycle Enhancement	Enhancement	SCL110055	54	0	514	568
SCL	Milpitas	State Highway	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077	2,500	0	2,000	4,500
SCL	Morgan Hill	Local Road	Butterfield Boulevard Extension from Tennant Avenu	Expansion	SCL090018	1,300	6,500	12,837	20,637
SCL	Palo Alto	Bicycle / Pedestrian	Palo Alto California Avenue Transit Hub	Enhancement	SCL110037	200	0	1,400	1,600

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						PE	ROW	CON	Total
SCL	Palo Alto	Local Road	Citywide Traffic Signal upgrade	Operations	SCL050091	0	0	458	458
SCL	San Jose	Bicycle / Pedestrian	San Carlos Multimodal Streetscape Improvements	Enhancement	SCL090045	343	0	1,500	1,843
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail-Tasman Drive Underpass	Enhancement	SCL090046	0	0	825	825
SCL	San Jose	Bicycle / Pedestrian	Innovative Bicycle Detection System	Enhancement	SCL110016	161	0	1,729	1,890
SCL	San Jose	Bicycle / Pedestrian	San Fernando Street Enhanced Bikeway & Ped Access	Enhancement	SCL110033	117	0	1,610	1,727
SCL	San Jose	Bicycle / Pedestrian	San Jose - San Carlos Multimodal Phase 2	Enhancement	SCL110034	359	0	2,287	2,646
SCL	San Jose	Bicycle / Pedestrian	San Jose Walk N Roll - Safe Access	Enhancement	SCL110057	97	0	556	653
SCL	San Jose	Bicycle / Pedestrian	Park Avenue Multi-Modal Improvements	Enhancement	SCL110117	206	31	1,583	1,820
SCL	San Jose	Bicycle / Pedestrian	St. John Street Multi-Modal Improvements - Phase 1	Enhancement	SCL110118	153	10	1,713	1,876
SCL	San Jose	Bicycle / Pedestrian	Almaden Expressway Ped. Bridge	Expansion	SCL050039	492	100	12,243	12,835
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail	Expansion	SCL050081	1,937	0	11,359	13,296
SCL	San Jose	Bicycle / Pedestrian	Bay Trail Reach 9	Expansion	SCL050082	815	63	1,500	2,378
SCL	San Jose	Bicycle / Pedestrian	Coyote Creek Trail	Expansion	SCL050083	1,649	0	13,120	14,769
SCL	San Jose	Bicycle / Pedestrian	Downtown Couplet Conversion Projects	Expansion	SCL090004	4,000	5,000	13,000	22,000
SCL	San Jose	Bicycle / Pedestrian	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Expansion	SCL110029	1,450	150	3,000	4,600
SCL	San Jose	Local Road	North San Jose Intersection Improvements	Enhancement	SCL090007	100	900	60,000	61,000

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Phase			Total
						PE	ROW	CON	
SCL	San Jose	Local Road	San Jose: Various Intersection Improvements	Enhancement	SCL090008	1,200	1,600	26,200	29,000
SCL	San Jose	Local Road	Montague Expressway/Trimble interchange improvement	Enhancement	SCL090009	400	2,800	28,800	32,000
SCL	San Jose	Local Road	Widen Montague Exp between Lick Mill-Trade Zone	Enhancement	SCL090010	500	1,000	12,000	13,500
SCL	San Jose	Local Road	Branham Ln/Monterey Hwy Grade Crossing Design	Enhancement	SCL090036	570	0	0	570
SCL	San Jose	Local Road	San Jose: Alameda - A Plan for The Beautiful Way	Enhancement	SCL110001	685	100	3,538	4,323
SCL	San Jose	Local Road	Charcot Avenue Extension over I-880	Expansion	SCL090003	1,000	1,200	31,800	34,000
SCL	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor Stree	Expansion	SCL090005	1,000	2,000	10,000	13,000
SCL	San Jose	Local Road	Autumn Street Extension	Expansion	SCL110006	1,300	1,500	32,200	35,000
SCL	San Jose	Local Road	San Jose 2012 Streets Resurfacing and Rehab	Maint / Rehab	SCL110035	451	0	8,571	9,022
SCL	San Jose	Local Road	San Jose: Road Rehab and Ped. Facilities	Maint / Rehab	SCL110107	0	0	15,000	15,000
SCL	San Jose	Local Road	Silicon Valley TIMC	Operations	SCL050079	3,562	0	6,591	10,153
SCL	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Widening	Expansion	SCL030006	1,708	125	13,167	15,000
SCL	San Jose	State Highway	US 101 / Mabury New Interchange	Expansion	SCL070004	1,500	0	19,250	20,750
SCL	San Jose	State Highway	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	Maint / Rehab	SCL090025	1,000	700	32,300	34,000
SCL	San Jose	State Highway	I-880/Montague Expressway interchange Improvements	Operations	SCL090015	1,000	2,000	55,000	58,000
SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	55,575	33,400	419,025	508,000

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SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Reach 4 New Trail	Expansion	SCL110030	220	0	1,583	1,803
SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Spur Trail Imps	Expansion	SCL110031	230	0	1,780	2,010
SCL	Santa Clara Co	Bicycle / Pedestrian	SR2S for Santa Clara County	Operations	SCL110051	0	0	1,130	1,130
SCL	Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	Enhancement	SCL070049	1,613	350	15,037	17,000
SCL	Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange Reconfiguration	Enhancement	SCL110004	1,000	100	8,400	9,500
SCL	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	12,540	1,700	55,660	69,900
SCL	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	Maint / Rehab	SCL090002	750	0	15,150	15,900
SCL	Santa Clara Co	Local Road	Santa Clara County: Santa Teresa/Hale Rehab	Maint / Rehab	SCL110012	171	0	3,627	3,798
SCL	Santa Clara Co	Local Road	Santa Clara County: Expressways Pavement Rehab	Maint / Rehab	SCL110013	50	0	550	600
SCL	Santa Clara Co	Local Road	Isabel Bridge (Bridge #37C0089) Replacement	Maint / Rehab	SCL110108	600	30	3,910	4,540
SCL	Santa Clara Co	Local Road	Oregon-Page Mill Expwy Improvements	Operations	SCL050080	600	0	3,812	4,412
SCL	Santa Clara Co	State Highway	Widen Montague Expwy bet Trade Zone & Park Victori	Expansion	SCL090017	1,000	1,000	23,000	25,000
SCL	Santa Clara Co	State Highway	US 101/Montague Expressway Interchange	Expansion	SCL090027	1,900	100	11,500	13,500
SCL	Saratoga	Bicycle / Pedestrian	Highway 9 Safety Improvements	Enhancement	SCL070050	522	0	2,104	2,626
SCL	Saratoga	Bicycle / Pedestrian	Saratoga Village Ped Enhancement Phase 2	Enhancement	SCL110017	168	0	1,284	1,452
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	0	0	1,162	1,162

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SCL	Sunnyvale	Local Road	Hendy Ave Complete Street Improvements	Maint / Rehab	SCL110014	404	0	2,346	2,750
SCL	VTA	Bicycle / Pedestrian	Santa Clara Grade-Separated Pedestrian Crossing	Enhancement	SCL090031	2,134	0	7,216	9,350
SCL	VTA	Local Road	Regional Planning Activities and PPM - Santa Clara	Operations	SCL090035	15,023	0	0	15,023
SCL	VTA	State Highway	SR 85 Express Lanes	Enhancement	SCL090030	4,800	2,000	54,000	60,800
SCL	VTA	State Highway	Santa Clara County - US 101 Express Lanes	Enhancement	SCL110002	12,200	0	71,800	84,000
SCL	VTA	State Highway	SR 237 Express Lanes: I-880 to Mathilda Ave	Enhancement	SCL110008	3,000	0	11,900	14,900
SCL	VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	10,000	4,400	63,642	78,042
SCL	VTA	State Highway	SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	7,855	2,792	34,335	44,983
SCL	VTA	State Highway	Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	0	0	173,967	173,967
SCL	VTA	State Highway	US 101 / Tully Road Interchange Modifications	Expansion	SCL050033	9,870	1,850	52,362	64,082
SCL	VTA	State Highway	US 101 / Capitol-Yerba Buena I/C Modifications	Expansion	SCL050034	4,356	1,000	28,200	33,556
SCL	VTA	State Highway	I-880/I-280/Stevens Creek I/C Improvements	Expansion	SCL070002	10,913	3,523	135,648	150,084
SCL	VTA	State Highway	SR 25/Santa Teresa Blvd/US 101 IC	Expansion	SCL070003	16,400	12,300	208,600	237,300
SCL	VTA	State Highway	I-880 Widening - SR237 to US101	Expansion	SCL070016	11,700	8,100	75,200	95,000
SCL	VTA	State Highway	US 101 Aux/HOV Lanes - SR 85 to SM County Line	Expansion	SCL070024	10,716	6,612	84,972	102,300
SCL	VTA	State Highway	New SR152 Alignment Study	Expansion	SCL090016	10,000	0	0	10,000

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SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	Enhancement	SCL050045	0	0	3,198	3,198
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Enhancement	SCL090001	25,955	11,000	78,308	115,263
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	Enhancement	SCL090043	0	0	750	750
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Enhancement	SCL110009	70,885	3,208	159,308	233,400
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Enhancement	SCL110010	42,684	1,782	100,734	145,200
SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Enhancement	SCL110104	0	0	724	724
SCL	VTA	Transit	VTA: Light Rail Transit Signal Priority Improvement	Enhancement	SCL110119	0	0	1,793	1,793
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	356,733	267,000	4,386,767	5,010,500
SCL	VTA	Transit	Capitol Expressway LRT Extension	Expansion	SCL050009	52,166	48,573	233,261	334,000
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	21,000	1,000	154,000	176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	143,860	340,640	2,037,400	2,521,900
SCL	VTA	Transit	VTA: LRV Maintenance Shop Holst	Expansion	SCL110102	0	0	3,437	3,437
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint / Rehab	SCL050001	0	0	106,672	106,672
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint / Rehab	SCL050002	0	0	15,271	15,271
SCL	VTA	Transit	Replace Bus Fareboxes	Maint / Rehab	SCL050044	0	0	10,514	10,514
SCL	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint / Rehab	SCL050049	0	0	16,192	16,192

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SCL	VTA	Transit	VTA: Renewable Energy Conversion Project	Maint / Rehab	SCL090041	0	0	938	938
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint / Rehab	SCL090044	0	0	10,385	10,385
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Maint / Rehab	SCL110099	0	0	1,700	1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint / Rehab	SCL110100	0	0	1,287	1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	Maint / Rehab	SCL110101	0	0	693	693
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	Maint / Rehab	SCL110103	0	0	860	860
SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	Maint / Rehab	SCL110105	3,500	0	0	3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio Replacement	Maint / Rehab	SCL110106	0	0	262	262
SCL	VTA	Transit	VTA: Preventive Maintenance	Maint / Rehab	SCL990046	0	0	478,776	478,776
SCL	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	0	0	31,571	31,571
TOTAL FOR SANTA CLARA COUNTY						965,523	778,873	9,884,834	11,629,229

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			Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	Total
SOLANO COUNTY						
SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031	3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Operations	SOL110008	1,250
SOL	Caltrans	State Highway	I-80/I-680 Aux Lanes Improvement Landscaping	Enhancement	SOL050003	2,544
SOL	Caltrans	State Highway	I-80/I-680 Mitigation Landscaping	Enhancement	SOL070014	50
SOL	Caltrans	State Highway	Suisun Valley Rd Bridge Replacement	Expansion	SOL050006	4,210
SOL	Caltrans	State Highway	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002	3,924
SOL	Dixon	Local Road	Parkway Blvd/UPRR Grade Separation	Expansion	SOL050009	3,089
SOL	Dixon	State Highway	I-80 / Pedrick Road Interchange Modification	Operations	SOL050007	1,950
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint / Rehab	SOL090008	172
SOL	FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Maint / Rehab	SOL030015	625
SOL	F-S Transit	Transit	Transit Vehicle Replacement	Maint / Rehab	SOL110027	2,800
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	39,623
SOL	MTC	Local Road	Regional Planning Activities and PPM - Solano	Operations	SOL090006	7,858

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(All funding shown in thousands of dollars)

						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SOL	MTC	State Highway	I-80 Express Lanes (Vacaville)	Expansion	SOL110001	600	10,000	180,600	191,200
SOL	MTC	State Highway	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002	500	0	17,300	17,800
SOL	Solano County	Bicycle / Pedestrian	Cordelia Hills Sky Valley	Expansion	SOL070012	175	2,525	10	2,710
SOL	Solano County	Bicycle / Pedestrian	Vacaville-Dixon Bicycle Route (Phase 5)	Expansion	SOL090035	88	0	759	847
SOL	Solano County	Local Road	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	187	160	2,200	2,547
SOL	Solano County	Local Road	Solano County - 2011 Pavement Overlay	Maint / Rehab	SOL090027	0	0	2,042	2,042
SOL	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	1,609	0	0	1,609
SOL	SolTrans	Transit	SolTrans: Van Replacement: Purchase (2) Cut-Aways	Maint / Rehab	SOL050035	0	0	168	168
SOL	SolTrans	Transit	SolTrans: Replacement of One Cutaway Vehicle	Maint / Rehab	SOL070030	0	0	73	73
SOL	SolTrans	Transit	SolTrans: Replacement of Two Minivans	Maint / Rehab	SOL070031	0	0	100	100
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint / Rehab	SOL070032	0	0	1,156	1,156
SOL	SolTrans	Transit	SolTrans: Shop Equipment	Maint / Rehab	SOL070033	0	0	100	100
SOL	SolTrans	Transit	SolTrans: Purchase of Administrative Car	Maint / Rehab	SOL070034	0	0	27	27
SOL	SolTrans	Transit	SolTrans: Shop Truck Replacement	Maint / Rehab	SOL070035	0	0	40	40
SOL	SolTrans	Transit	SolTrans: Maintenance Facility	Maint / Rehab	SOL070036	0	0	550	550
SOL	SolTrans	Transit	SolTrans: Security Cameras on Buses	Maint / Rehab	SOL070037	0	0	90	90

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Phase			
						PE	ROW	CON	Total
SOL	SolTrans	Transit	SolTrans: GFI Genfare Fare Collection System	Maint / Rehab	SOL070038	0	0	65	65
SOL	SolTrans	Transit	SolTrans: Radio Equipment	Maint / Rehab	SOL070039	0	0	40	40
SOL	SolTrans	Transit	SolTrans: Communication Upgrades	Maint / Rehab	SOL090028	0	0	2,160	2,160
SOL	SolTrans	Transit	SolTrans: Bus Radio Replacement	Maint / Rehab	SOL090029	0	0	118	118
SOL	SolTrans	Transit	SolTrans: Vault Receiver Replacement	Maint / Rehab	SOL090030	0	0	110	110
SOL	SolTrans	Transit	SolTrans: Replace Bill Counter	Maint / Rehab	SOL090031	0	0	10	10
SOL	SolTrans	Transit	SolTrans: Public Address System Upgrade	Maint / Rehab	SOL090032	0	0	35	35
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint / Rehab	SOL090033	0	0	1,000	1,000
SOL	SolTrans	Transit	SolTrans: Bus Replacement/Expansion-Alt. Fuel	Maint / Rehab	SOL090034	0	0	625	625
SOL	SolTrans	Transit	SolTrans: Replace Coin Counter	Maint / Rehab	SOL110026	0	0	9	9
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	Maint / Rehab	SOL110033	0	0	401	401
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	0	0	742	742
SOL	STA	Bicycle / Pedestrian	West B. Street Bike/Pedestrian Undercrossing	Expansion	SOL110024	50	70	5,880	6,000
SOL	STA	Bicycle / Pedestrian	Solano Safe Routes to School Program	Operations	SOL110019	0	0	1,031	1,031
SOL	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure Town	Expansion	SOL110003	4,900	3,800	30,457	39,157
SOL	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	1,454	1,304	10,673	13,431

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 Purpose, TIP ID TIP Funding Report
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 (All funding shown in thousands of dollars)

					Programmed Funding by Phase				
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SOL	STA	Local Road	Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	1,926	1,016	8,296	11,238
SOL	STA	Local Road	Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	995	893	7,306	9,194
SOL	STA	State Highway	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	51,036	26,525	73,251	150,812
SOL	STA	State Highway	EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	23,500	3,000	72,383	98,883
SOL	STA	Transit	Eastern Solano / SNCI Rideshare Program	Operations	SOL110020	0	0	503	503
SOL	Suisun City	Bicycle / Pedestrian	Grizzly Island Trail - Phase 1	Expansion	SOL110012	416	0	1,748	2,164
SOL	Vacaville	Bicycle / Pedestrian	Vacaville Transit - Curb Ramps	Enhancement	SOL130001	0	0	50	50
SOL	Vacaville	Bicycle / Pedestrian	Ulatits Creek Bike Path - Ulatits to Leisure Town	Expansion	SOL070026	156	203	712	1,071
SOL	Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Operations	SOL090001	240	0	1,300	1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	2,438	0	7,562	10,000
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	Maint / Rehab	SOL950024	0	0	1,699	1,699
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint / Rehab	SOL97AM70	0	0	882	882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Maint / Rehab	SOL991099	140	0	283	423
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	0	0	11,589	11,589
SOL	Vallejo	Bicycle / Pedestrian	Vallejo: Downtown Streetscape	Enhancement	SOL050048	664	0	5,296	5,960
SOL	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvements	Expansion	SOL990018	230	0	5,000	5,230

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	1,500	0	10,250	11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	6,000	9,001	64,129	79,130
SOL	WETA	Transit	Vallejo: Ferry Mid-Life Rehab	Maint / Rehab	SOL090011	0	0	14,080	14,080
SOL	WETA	Transit	Vallejo Ferry Maintenance Facility	Maint / Rehab	SOL991032	75	0	12,720	12,795
TOTAL FOR SOLANO COUNTY						117,450	63,661	653,094	834,204

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(All funding shown in thousands of dollars)

						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SONOMA COUNTY									
SON	Caltrans	Bicycle / Pedestrian	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Expansion	SON050002	0	1,006	4,688	5,694
SON	Caltrans	Local Road	Mark West Creek Bridge- 20C0246	Expansion	SON050001	825	60	5,000	5,885
SON	Caltrans	Local Road	King Ridge Rd. Bridge Rehab. Project	Maint / Rehab	SON070026	250	85	1,503	1,838
SON	Caltrans	State Highway	Watershed Awareness Signs	Enhancement	SON110002	23	5	113	141
SON	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Expansion	SON010001	2,613	173	2,180	4,966
SON	Caltrans	State Highway	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Expansion	SON110001	1,850	4,980	2,900	9,730
SON	Caltrans	State Highway	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Expansion	SON950005	11,775	8,070	69,870	89,715
SON	Cotati	Bicycle / Pedestrian	Downtown Specific Plan Area Revitalization	Enhancement	SON110007	400	330	1,320	2,050
SON	Cotati	Transit	City of Cotati Train Depot	Expansion	SON110015	120	0	4,071	4,191
SON	FWLS	Local Road	San Pablo Bay NWR Access Road in Petaluma	Expansion	SON110030	1,230	20,000	2,250	23,480
SON	Healdsburg	Bicycle / Pedestrian	Healdsburg Foss Creek Bicycle/Ped Pathway	Expansion	SON050017	314	0	2,784	3,098
SON	MTC	Local Road	Regional Planning Activities and PPM - Sonoma	Operations	SON090008	8,398	0	0	8,398
SON	MTC	Local Road	Stewarts Point Rancheria EV Pilot Program	Operations	SON110034	0	0	376	376
SON	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013	23,171	0	0	23,171
SON	Petaluma	Local Road	Petaluma Boulevard South Road Diet	Enhancement	SON110006	120	0	765	885

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Phase			
						PE	ROW	CON	Total
SON	Petaluma	Local Road	Sonoma Mountain Parkway Rehabilitation	Maint / Rehab	SON110014	90	0	1,081	1,171
SON	Petaluma	Transit	Petaluma Transit - Communications Equipment	Enhancement	SON110032	0	0	58	58
SON	Petaluma	Transit	Petaluma Transit: Preventive Maintenance	Maint / Rehab	SON090009	0	0	554	554
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	Maint / Rehab	SON090029	0	0	226	226
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Maint / Rehab	SON110004	275	0	475	750
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	Maint / Rehab	SON110033	150	0	850	1,000
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	Operations	SON090030	0	0	150	150
SON	Rohnert Park	Bicycle / Pedestrian	Copeland Creek Bike Path Reconstruction	Maint / Rehab	SON090032	140	0	600	740
SON	Rohnert Park	Local Road	Arlen Drive and East Cotati Avenue Overlays	Maint / Rehab	SON110010	207	0	905	1,112
SON	Santa Rosa	Bicycle / Pedestrian	Street Palettes	Enhancement	SON110008	20	0	230	250
SON	Santa Rosa	Bicycle / Pedestrian	Chanate Rd Pedestrian and Transit Improvements	Enhancement	SON110018	327	0	1,306	1,633
SON	Santa Rosa	Bicycle / Pedestrian	Sixth Street Bicycle and Pedestrian Linkage	Expansion	SON090031	0	0	1,067	1,067
SON	Santa Rosa	Bicycle / Pedestrian	SMART Bicycle and Pedestrian Path	Expansion	SON110017	122	0	1,144	1,266
SON	Santa Rosa	Local Road	Santa Rosa: Mission Blvd/Range Ave Pavement Rehab	Maint / Rehab	SON090033	249	0	2,059	2,308
SON	Santa Rosa Bus	Bicycle / Pedestrian	Downtown Transit Mall Connectivity Improvements	Enhancement	SON070012	250	0	2,208	2,458
SON	Santa Rosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	Enhancement	SON030012	0	0	341	341

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 Funding by Phase
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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Phase			
						PE	ROW	CON	Total
SON	SantaRosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Maint / Rehab	SON070020	0	0	2,908	2,908
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint / Rehab	SON090024	0	0	6,749	6,749
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Maint / Rehab	SON110045	0	0	512	512
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint / Rehab	SON110047	780	0	1,980	2,760
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	Operations	SON090007	0	0	1,038	1,038
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	0	0	10,545	10,545
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	63,350	16,750	423,457	503,556
SON	Son Co Reg Park	Bicycle / Pedestrian	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	119	0	698	817
SON	Son Co Reg Park	Bicycle / Pedestrian	SMART Trail-Hearn Avenue to Joe Rodota Trail	Expansion	SON110013	118	0	1,004	1,122
SON	Son Co TA	Local Road	Improve U.S. 101/Old Redwood Highway interchange	Expansion	SON090003	3,585	6,326	26,938	36,849
SON	Son Co TA	Local Road	US 101 Airport I/C (North B)	Operations	SON090005	4,920	6,388	34,500	45,808
SON	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	9,500	7,560	102,744	119,804
SON	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Expansion	SON010024	13,407	8,333	117,100	138,840
SON	Son Co TA	State Highway	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	3,835	4,635	12,918	21,388
SON	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	27,143	20,470	325,087	372,700
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	Enhancement	SON050021	0	0	94	94

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance Program	Maint / Rehab	SON030005	0	0	9,702	9,702
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint / Rehab	SON070024	0	0	3,682	3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint / Rehab	SON110003	0	0	575	575
SON	Sonoma County	Bicycle / Pedestrian	Countywide Safe Routes to Schools Program	Operations	SON110016	0	0	1,168	1,168
SON	Sonoma County	Local Road	Replace Geysers Road Bridge 20C0005	Expansion	SON090001	500	100	10,000	10,600
SON	Sonoma County	Local Road	Replace Chalk Hill Road Bridge 20C0242	Expansion	SON090025	850	200	6,000	7,050
SON	Sonoma County	Local Road	BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY	Expansion	SON090026	500	100	5,000	5,600
SON	Sonoma County	Local Road	Replace West Dry Creek Road Bridge 20C0407	Expansion	SON090027	450	250	5,000	5,700
SON	Sonoma County	Local Road	Replace Bohan Dillon Road Bridge 20C0435	Expansion	SON110024	290	30	1,450	1,770
SON	Sonoma County	Local Road	Replace Hauser Road Bridge 20C0240	Expansion	SON110025	521	50	2,398	2,969
SON	Sonoma County	Local Road	Replace Freestone Flat Road Bridge 20C0440	Expansion	SON110026	506	50	2,644	3,200
SON	Sonoma County	Local Road	Sonoma County 2010 Pavement Preservation Program	Maint / Rehab	SON110009	33	0	5,549	5,582
SON	Sonoma County	Local Road	2011/12 Asphalt Overlay Program	Maint / Rehab	SON110028	20	0	4,425	4,445
SON	Windsor	Bicycle / Pedestrian	Windsor - Old Redwood Hwy Pedestrian Linkages	Enhancement	SON070005	78	0	325	403
SON	Windsor	Bicycle / Pedestrian	ORH at Lakewood Dr. Bike and Ped Enhancements	Expansion	SON110044	127	0	652	779
SON	Windsor	Local Road	Hembree Lane Resurfacing	Maint / Rehab	SON110012	38	0	394	432

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						Programmed Funding by Phase			
County	Sponsor	System	Project Title	Purpose	TIP ID	PE	ROW	CON	Total
TOTAL FOR SONOMA COUNTY						183,589	105,951	1,238,309	1,527,849
TOTAL FOR ALL COUNTIES						3,888,618	2,090,744	43,006,728	48,986,091

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Authority				Total
						Local Funds	Regional Funds	State Funds	Federal Funds	
ALAMEDA COUNTY										
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	Enhancement	ALA110100	2,800	0	0	10,516	13,316
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	Enhancement	ALA130007	0	0	2,703	1,226	3,929
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	90,413	65,000	0	49,733	205,145
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint / Rehab	ALA010034	11,480	999	3,705	15,337	31,520
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	Maint / Rehab	ALA070046	33,058	0	7,810	20,975	61,843
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint / Rehab	ALA110008	1,481	0	0	5,922	7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint / Rehab	ALA110091	4,127	1,302	12,778	0	18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40' Urban Transit Buses	Maint / Rehab	ALA110092	0	2,786	13,328	0	16,115
ALA	AC Transit	Transit	AC Transit: Procure (30) 40' Suburban Buses	Maint / Rehab	ALA110093	649	0	15,238	0	15,887
ALA	AC Transit	Transit	AC Transit: Procure (27) 40' Urban Buses	Maint / Rehab	ALA130003	0	0	12,022	0	12,022
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint / Rehab	ALA130004	2,745	0	26,955	0	29,700
ALA	AC Transit	Transit	AC Transit: Procure (25) 40' Suburban Buses	Maint / Rehab	ALA130005	506	0	13,064	0	13,570
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint / Rehab	ALA991070	64,897	10,967	0	316,574	392,438
ALA	AC Transit	Transit	Transit Security Project	Operations	ALA050064	2,582	0	4,297	10,329	17,208
ALA	AC Transit	Transit	AC Transit: Paratransit Van Leasing	Operations	ALA990052	2,358	495	0	10,235	13,088
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	18,647	0	0	74,590	93,237
ALA	ACTC	Bicycle / Pedestrian	Bikemobile: Bike Repair and Encouragement Vehicle	Operations	ALA110009	76	0	0	500	576

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						Programmed Funding by Authority				
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
ALA	ACTC	Local Road	I-80 Integrated Corridor Mobility Project	Enhancement	ALA070041	11,958	0	77,654	3,243	92,855
ALA	ACTC	Local Road	Corridor Mobility Program & Adaptive Ramp Metering	Operations	ALA090019	32,266	0	0	0	32,266
ALA	ACTC	Local Road	Alameda County Safe Routes to School	Operations	ALA110033	269	0	0	2,069	2,338
ALA	ACTC	Local Road	Alameda County SR2S Local	Operations	ALA110098	1,300	0	0	0	1,300
ALA	ACTC	State Highway	AB3090 Replacement Project	Enhancement	ALA030026	4,620	0	560	0	5,180
ALA	ACTC	State Highway	I-580 Landscaping in the City of San Leandro	Enhancement	ALA090067	0	0	0	350	350
ALA	ACTC	State Highway	I-580 Oakland 14th to Ardley Noise Barriers	Enhancement	ALA110004	1,600	0	0	0	1,600
ALA	ACTC	State Highway	I-580 (TrnValley) Right of Way Preservation	Expansion	ALA050006	5,000	0	4,700	0	9,700
ALA	ACTC	State Highway	SR 84 Expressway Widening	Expansion	ALA050014	106,459	0	20,000	0	126,459
ALA	ACTC	State Highway	I-880 North Safety Improvements	Expansion	ALA050019	0	10,000	85,000	1,887	96,887
ALA	ACTC	State Highway	I-580 (TrnValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	0	27,658	101,700	7,981	137,339
ALA	ACTC	State Highway	I-580 (TrnValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	22,200	23,682	123,869	12,735	182,486
ALA	ACTC	State Highway	I-580 HOT Corridor Project	Expansion	ALA090004	28,050	0	0	8,500	36,550
ALA	ACTC	State Highway	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	1,000	0	0	0	1,000
ALA	ACTC	State Highway	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	41,000	0	0	0	41,000
ALA	ACTC	State Highway	I-680 Sunol Grade - Alameda SB HOV Final Phase	Expansion	ALA991084	37,296	0	162,770	3,190	203,256
ALA	ACTC	State Highway	I-680 SMART Carpool Lane	Operations	ALA050029	14,068	0	8,000	3,551	25,619

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						Local Funds	Regional Funds	State Funds	Federal Funds	
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	326,214	259,999	303,787	0	890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	80,000	0	0	0	80,000
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	234,370	148,200	58,730	45,000	484,300
ALA	BART	Transit	BART: Fare Collection Equipment	Maint / Rehab	ALA090065	635	0	0	2,540	3,175
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint / Rehab	ALA090068	502	0	562	2,549	3,613
ALA	BART	Transit	Enterprise Asset Management	Maint / Rehab	ALA110090	500	0	0	2,000	2,500
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bike/Ped Overcrossing Site Access Imps	Enhancement	ALA090039	129	0	0	800	929
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	653	0	0	1,928	2,581
ALA	Berkeley	Local Road	Berkeley - Sacramento St Rehab - Dwight to Ashby	Maint / Rehab	ALA110022	565	0	0	955	1,520
ALA	Berkeley	Local Road	City of Berkeley Transportation Action Plan - TDM	Operations	ALA110007	260	0	0	2,000	2,260
ALA	Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	5,879	0	0	1,080	6,959
ALA	Caltrans	Bicycle / Pedestrian	Bay Trail (Union City Segment)	Expansion	ALA990091	85	0	0	1,077	1,162
ALA	Caltrans	Local Road	I-880 Fifth Avenue Bridge Retrofit/Replacement	Maint / Rehab	ALA070003	0	0	21,313	164,390	185,703
ALA	Caltrans	Local Road	Berkeley Parking Pricing and Real-time Guidance	Operations	ALA090076	450	0	0	1,800	2,250
ALA	Caltrans	State Highway	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	47,422	0	5,500	0	52,922
ALA	Caltrans	State Highway	I-580 Oakland Horton/Hollis St Widening	Expansion	ALA070005	0	0	1,393	859	2,252
ALA	Caltrans	State Highway	I-880 SB Auxiliary Lane at Oak Street	Expansion	ALA070006	0	0	3,325	0	3,325

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County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
ALA	Fremont	Bicycle / Pedestrian	Fremont CBD/Midtown Streetscape	Enhancement	ALA110012	500	0	0	1,600	2,100
ALA	Hayward	Bicycle / Pedestrian	South Hayward BART Area/Dixon Street Streetscape	Enhancement	ALA110035	515	0	0	1,800	2,315
ALA	Hayward	Local Road	Route 238 Corridor Improvement	Expansion	ALA977007	94,500	0	0	0	94,500
ALA	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvements	Expansion	ALA090016	57,100	0	0	0	57,100
ALA	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	19,500	0	0	0	19,500
ALA	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	36,992	0	0	0	36,992
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	Enhancement	ALA110005	0	0	0	200	200
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	1,310	445	1,090	10,930	13,774
ALA	LAVTA	Transit	Satellite Bus Operating Facility Expan. Ph. 1 & 2	Expansion	ALA99SA09	1,071	619	5,500	5,129	12,319
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint / Rehab	ALA030030	4,201	0	0	5,496	9,697
ALA	LAVTA	Transit	Bus Replacement (12) 30' Alt Fuel Vehicles	Maint / Rehab	ALA070061	1,457	0	0	5,829	7,287
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication System Hookup	Maint / Rehab	ALA110095	128	0	0	512	640
ALA	LAVTA	Transit	LAVTA: Operating Assistance	Operations	ALA030029	251	0	0	1,003	1,254
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	32	0	0	128	160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	1,083	0	0	3,433	4,517
ALA	Livemore	Bicycle / Pedestrian	Livemore Village Plaza & Infrastructure	Enhancement	ALA110037	800	0	0	2,500	3,300
ALA	Livemore	Bicycle / Pedestrian	Iron Horse Trail Extension in Downtown Livemore	Expansion	ALA110013	700	0	0	1,566	2,266

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						Local Funds	State Funds			
ALA	Livermore	Local Road	North Canyons ParkwayWidening	Expansion	ALA050012	11,109	0	0	0	11,109
ALA	Livermore	State Highway	I-580/Vasco Road Interchange Modification	Expansion	ALA010013	12,500	0	0	2,624	15,124
ALA	MTC	Bicycle / Pedestrian	SFOBB Gateway Park	Enhancement	ALA130001	6,000	17,000	84,172	30,000	137,172
ALA	MTC	Local Road	Regional Planning Activities and PPM - Alameda	Operations	ALA090030	830	0	4,419	11,339	16,588
ALA	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	Enhancement	ALA010052	3,779	0	0	567	4,346
ALA	Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Maint / Rehab	ALA110016	118	0	0	682	800
ALA	Oakland	Bicycle / Pedestrian	Oakland Foothill Blvd Streetscape	Enhancement	ALA110029	1,170	0	0	2,200	3,370
ALA	Oakland	Bicycle / Pedestrian	Oakland Coliseum TOD	Expansion	ALA070012	218	0	0	885	1,103
ALA	Oakland	Bicycle / Pedestrian	Oakland Waterfront Bay Trail	Expansion	ALA070039	56,593	0	1,664	1,542	59,799
ALA	Oakland	Bicycle / Pedestrian	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130002	2,000	0	0	0	2,000
ALA	Oakland	Bicycle / Pedestrian	Oakland 19th Street Uptown Bike Station	Expansion	ALA130006	75	531	0	0	606
ALA	Oakland	Local Road	Lake Merritt Improvement Project	Enhancement	ALA110072	0	0	0	828	828
ALA	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	10,536	0	6,990	0	17,526
ALA	Oakland	Local Road	Various Streets Resurfacing and Bikeway Facilities	Maint / Rehab	ALA110006	771	0	0	4,052	4,823
ALA	Oakland	Local Road	Oakland Army Base Infrastructure Master Plan	Operations	ALA110046	3,770	0	0	2,000	5,770
ALA	Pleasanton	Bicycle / Pedestrian	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031	295	0	0	709	1,004
ALA	Pleasanton	Local Road	I-580 / Foothill Road interchange improvements	Maint / Rehab	ALA090013	3,800	0	0	0	3,800

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ALA	Pleasanton	State Highway	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009	2,000	0	0	0	2,000
ALA	Pleasanton	State Highway	I-680/Bernal Avenue interchange Improvements	Maint / Rehab	ALA090010	14,000	0	0	0	14,000
ALA	Port of Oakland	Local Road	LNG Infrastructure Implementation	Operations	MTC050019	1,277	0	0	1,750	3,027
ALA	Port of Oakland	Regional	Shore Power Initiative	Enhancement	ALA110010	10,243	0	0	3,000	13,243
ALA	Port of Oakland	Transit	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	0	0	0	984	984
ALA	Port of Oakland	Transit	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	142,407	0	131,889	0	274,296
ALA	Port of Oakland	Transit	7th Street Grade Separation and Roadway Improvemen	Operations	ALA090027	110,252	0	110,252	0	220,504
ALA	San Leandro	Bicycle / Pedestrian	San Leandro Downtown-BART Pedestrian Interface	Enhancement	ALA110027	1,604	0	0	4,610	6,214
ALA	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	3,400	0	0	0	3,400
ALA	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossing Rep	Enhancement	ALA090012	25,900	0	0	0	25,900
ALA	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	4,650	0	0	939	5,589
ALA	SJRC	Transit	ACE Track Improvements	Maint / Rehab	ALA010056	3,138	0	5,000	7,024	15,162
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint / Rehab	ALA050043	465	0	2,000	2,114	4,579
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint / Rehab	ALA090060	191	0	0	763	954
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	Operations	ALA050067	101	0	0	405	506
ALA	SJRC	Transit	ACE Preventative Maintenance	Operations	ALA110099	150	0	0	1,151	1,301
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint / Rehab	ALA090031	5	0	0	17	22

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						Local Funds	Regional Funds	State Funds	Federal Funds
ALA	Union City Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint / Rehab	ALA090061	416	0	0	1,658
ALA	Union City Transit	Transit	Radio Replacement Project	Maint / Rehab	ALA110089	12	0	0	48
ALA	Union City	Bicycle / Pedestrian	Union City Blvd Corridor Bicycle Imp, Phase 1	Enhancement	ALA110028	1,000	0	0	860
ALA	Union City	Bicycle / Pedestrian	Union City BART East Plaza Enhancements	Expansion	ALA110036	3,160	0	0	6,360
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	21,000	0	0	1,910
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	22,558	0	18,164	20,555
ALA	Union City	Transit	Union City: Replacement of One Transit Bus	Maint / Rehab	ALA050062	60	16	0	241
ALA	Union City	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint / Rehab	ALA070062	178	0	0	710
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	0	0	33,175	5,000
TOTAL FOR ALAMEDA COUNTY						2,318,484	691,979	7,189,751	1,402,751
									11,602,965

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CONTRA COSTA COUNTY										
CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001	2,800	16,000	0	0	18,800
CC	Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002	1,740	0	103	13,377	15,220
CC	Antioch	Local Road	Somersville Road Widening	Expansion	CC-070004	10,700	0	0	0	10,700
CC	Antioch	Local Road	Hillcrest Ave Extension	Expansion	CC-070005	2,350	0	0	0	2,350
CC	Antioch	Local Road	Sand Creek Road Extension	Expansion	CC-070006	2,350	0	0	0	2,350
CC	Antioch	Local Road	Empire Road Widening	Expansion	CC-070007	1,500	0	0	0	1,500
CC	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008	5,950	0	0	0	5,950
CC	Antioch	Local Road	Slatten Ranch Road	Expansion	CC-070009	1,350	0	0	0	1,350
CC	Antioch	Local Road	Wild Horse Road Extension	Expansion	CC-070010	2,200	0	0	0	2,200
CC	Antioch	Local Road	Fitzuren Road Widening & Realignment	Expansion	CC-090011	10,000	0	0	0	10,000
CC	Antioch	Local Road	Antioch Various Streets Pavement Rehab	Maint / Rehab	CC-110011	507	0	0	1,907	2,414
CC	Antioch	State Highway	Construct new interchange at Route 4/Phillips Lane	Enhancement	CC-090013	42,000	0	0	0	42,000
CC	BART	Bicycle / Pedestrian	Richmond Transit Village Transit & Ped Improv.	Enhancement	CC-010021	285	0	0	866	1,150
CC	BART	Bicycle / Pedestrian	BART Community Information Wayfinding	Enhancement	CC-090063	650	0	0	900	1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	Enhancement	CC-110082	3,850	0	0	5,300	9,150
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003	5,957	0	15,100	8,490	29,547

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CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	142,000	148,000	156,911	13,000	459,911	
CC	Brentwood	Bicycle / Pedestrian	Brentwood school area improvements	Expansion	CC-110052	61	0	0	432	493	
CC	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Enhancement	CC-070078	6,261	0	0	735	6,996	
CC	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Expansion	CC-070011	6,683	0	0	0	6,683	
CC	Brentwood	Local Road	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	4,653	0	0	0	4,653	
CC	Brentwood	Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	18,753	0	0	0	18,753	
CC	Brentwood	Local Road	Lone Tree Way Widening	Expansion	CC-070014	15,515	0	0	0	15,515	
CC	Brentwood	Local Road	Central Blvd Widening (Phase II)	Expansion	CC-070015	4,785	0	0	0	4,785	
CC	Brentwood	Local Road	John Muir Parkway Extension (Phase I)	Expansion	CC-070077	5,389	0	0	0	5,389	
CC	Brentwood	Local Road	Brentwood Boulevard North (Phases II & III)	Expansion	CC-090021	17,175	0	0	0	17,175	
CC	Brentwood	Local Road	Brentwood 2012 Pavement Management Program	Maint / Rehab	CC-110009	519	0	0	823	1,342	
CC	Caltrans	State Highway	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	139,052	50,000	48,343	182,951	420,346	
CC	Caltrans	State Highway	I-680 South Contra Costa Roadway Rehabilitation	Maint / Rehab	CC-070017	0	0	68,884	0	68,884	
CC	Caltrans	Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	1,621	0	26,450	0	28,071	
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint / Rehab	CC-110081	0	0	0	20,500	20,500	
CC	Caltrans	Transit	Richmond Rail Connector	Operations	CC-090032	5,440	0	10,880	8,000	24,320	
CC	CC County	Bicycle / Pedestrian	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	2,236	0	0	900	3,136	

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CC	CC County	Local Road	Contra Costa County Vasco Road Safety Improvements	Enhancement	CC-050030	20,750	0	0	11,775	32,525
CC	CC County	Local Road	Pacheco Blvd Widening and Realignment	Expansion	CC-070018	15,150	0	0	0	15,150
CC	CC County	Local Road	Kirker Pass Road Truck Climbing Lanes	Expansion	CC-070075	20,000	0	0	0	20,000
CC	CC County	Local Road	Byron Hwy Extension	Expansion	CC-070079	8,200	0	0	0	8,200
CC	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081	2,580	0	0	0	2,580
CC	CC County	Local Road	Montalvin Manor Ped & Transit Access Improvements	Expansion	CC-070087	1,216	0	0	630	1,846
CC	CC County	Local Road	N. Richmond Truck Route	Expansion	CC-090003	27,400	0	0	0	27,400
CC	CC County	Local Road	Camino Tassajara Safety Improvement Windemere Pkwy	Expansion	CC-090022	9,000	0	0	0	9,000
CC	CC County	Local Road	Widen Dougherty Road to 6 lanes from Red Willow	Expansion	CC-090024	47,755	0	0	0	47,755
CC	CC County	Local Road	Contra Costa Countywide Micro Surface Treatment	Maint / Rehab	CC-110014	412	0	0	2,121	2,533
CC	CC County	Local Road	Kirker Pass Road Overlay	Maint / Rehab	CC-110044	800	0	0	1,611	2,411
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	1,089	93	800	0	1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030034	3,868	103	0	15,578	19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint / Rehab	CC-110061	1,407	0	0	5,627	7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint / Rehab	CC-110062	93	0	0	372	465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint / Rehab	CC-110063	43	0	0	174	217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint / Rehab	CC-110064	0	0	120	480	600

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CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint/ Rehab	CC-110065	0	0	0	75	300
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	2,052	0	0	8,164	10,216
CC	CCTA	State Highway	I-680 / SR 4 I/C Reconstruction - Phases 1-5	Expansion	CC-010023	296,236	0	1,310	0	297,546
CC	CCTA	State Highway	I-680 Auxiliary Lanes	Expansion	CC-030005	10,305	0	1,000	22,696	34,001
CC	CCTA	State Highway	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	204,961	26,900	230,989	1,601	464,451
CC	CCTA	State Highway	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	60,443	14,000	0	5,557	80,000
CC	CCTA	State Highway	I-680 NB HOV Lane Extension	Expansion	CC-070022	44,000	0	0	0	44,000
CC	CCTA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049	3,600	0	13,000	0	16,600
CC	CCTA	State Highway	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054	100	50,000	0	0	50,100
CC	CCTA	State Highway	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057	4,800	0	20,000	0	24,800
CC	CCTA	State Highway	SR 239 - New State Highway	Expansion	CC-110066	3,338	0	0	12,906	16,244
CC	Concord	Bicycle / Pedestrian	Monument Corridor Pedestrian and Bikeway Network I	Enhancement	CC-090067	326	0	0	944	1,270
CC	Concord	Bicycle / Pedestrian	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019	206	0	0	666	872
CC	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026	6,238	0	0	1,510	7,748
CC	Concord	Local Road	Waterworld Parkway Bridge	Expansion	CC-070027	7,748	0	0	0	7,748
CC	Concord	Local Road	Panoramic Drive Extension	Expansion	CC-070028	10,497	0	0	0	10,497
CC	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026	8,172	0	0	0	8,172

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						Local Funds	State Funds			
CC	Concord	Local Road	Concord Blvd Pavement Rehabilitation	Maint / Rehab	CC-110010	540	0	0	2,147	2,687
CC	Concord	Local Road	Improve Clayton Road/Treat Boulevard intersection	Operations	CC-090023	2,760	0	0	0	2,760
CC	Concord	State Highway	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024	31,000	0	0	0	31,000
CC	Concord	State Highway	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025	33,000	0	0	0	33,000
CC	Danville	Bicycle / Pedestrian	San Ramon Valley Street Smarts SR2S Program	Operations	CC-110050	48	0	0	365	413
CC	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imp.	Maint / Rehab	CC-050075	841	0	0	5,289	6,130
CC	Danville	Local Road	Diablo Rd Improve, Green Valley to Avenida Neuva	Maint / Rehab	CC-090001	4,160	0	0	0	4,160
CC	Danville	Transit	San Ramon Valley Bus Program	Expansion	CC-090004	8,000	0	0	0	8,000
CC	EB Reg Park Dis	Bicycle / Pedestrian	Atlas Road Bridge	Expansion	CC-070063	2,152	0	0	0	2,152
CC	EB Reg Park Dis	Bicycle / Pedestrian	Bike/Ped Trail Improvements in CC Parks	Maint / Rehab	CC-070033	230	0	0	720	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	637	0	0	1,139	1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	175	0	0	641	817
CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint / Rehab	CC-030037	593	84	0	2,359	3,036
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint / Rehab	CC-070092	4,380	0	2,156	18,366	24,902
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	1,005	0	0	4,021	5,027
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	Operations	CC-090039	42	0	0	169	211
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	70	0	0	279	348

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						Programmed Funding by Authority				
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
CC	El Cerrito	Bicycle / Pedestrian	Del Norte Area TOD	Enhancement	CC-070046	7,375	0	0	0	7,375
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Central Ave & Liberty St Streetscape	Enhancement	CC-110005	210	0	0	816	1,026
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Moeser Ln and Ashbury Ped and Bike Lane	Expansion	CC-090066	30	0	0	977	1,007
CC	El Cerrito	Local Road	San Pablo Avenue Streetscape	Enhancement	CC-070074	2,210	0	0	2,306	4,516
CC	Hercules	Bicycle / Pedestrian	Hercules New Town Center Complete Street	Enhancement	CC-110015	6,035	0	0	0	6,035
CC	Hercules	Bicycle / Pedestrian	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	1,967	0	198	862	3,027
CC	Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Enhancement	CC-070086	2,737	0	0	775	3,512
CC	Hercules	Local Road	Central Hercules Arterial Improvements	Maint / Rehab	CC-090008	2,736	0	0	0	2,736
CC	Hercules	Local Road	Hercules - San Pablo Ave. Pavement Rehabilitation	Maint / Rehab	CC-090055	134	0	0	577	711
CC	Hercules	State Highway	SR4/Willow Avenue Ramps	Enhancement	CC-070051	21,016	0	0	0	21,016
CC	Hercules	Transit	Hercules Intercity Rail Station	Expansion	CC-030002	18,900	0	11,000	1,097	30,997
CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	8,300	0	0	5,100	13,400
CC	Hercules	Transit	Develop Concept for W-BART	Operations	CC-070052	2,500	0	0	0	2,500
CC	Lafayette	Bicycle / Pedestrian	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Enhancement	CC-090064	151	0	0	1,258	1,409
CC	Lafayette	Bicycle / Pedestrian	Lafayette Downtown Bike/Ped Imp & Streetscape	Enhancement	CC-110006	611	0	0	1,690	2,301
CC	Martinez	Bicycle / Pedestrian	Martinez - Manna Vista Streetscape	Expansion	CC-070085	755	0	0	2,504	3,259
CC	Martinez	Local Road	Court Street Overcrossing, Phase 1	Enhancement	CC-090005	9,700	0	0	0	9,700

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Authority			
						Local Funds	Regional Funds	State Funds	Federal Funds
CC	Pleasant Hill	Local Road	Buskirk Avenue Widening	Enhancement	CC-090002	11,000	0	0	0
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Ave Bike/Ped Imp & Streetscape	Enhancement	CC-110007	1,205	0	0	1,217
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Avenue Streetscape	Enhancement	CC-110016	1,761	600	0	2,654
CC	Richmond	Bicycle / Pedestrian	Richmond Barrett Avenue Bicycle Lanes	Enhancement	CC-110018	89	75	0	600
CC	Richmond	Bicycle / Pedestrian	SR25 - Nystrom, Coronado, Highland, Wilson & Wash.	Operations	CC-110031	235	0	0	741
CC	Richmond	Local Road	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	2,500	0	0	0
CC	Richmond	Local Road	Marina Bay Parkway Grade Separation	Expansion	CC-090018	17,950	0	18,975	0
CC	Richmond	Local Road	Dorman Drive/Garrard Blvd Tunnel Rehabilitation	Maint / Rehab	CC-030011	638	0	0	558
CC	Richmond	State Highway	I-80/Central Ave Interchange Modification	Expansion	CC-050076	18,075	0	0	2,944
CC	Richmond	Transit	East Side Improvements Richmond Intermodal Station	Enhancement	CC-090025	16,087	0	0	0
CC	San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway Phases II	Maint / Rehab	CC-110001	1,920	0	0	0
CC	San Pablo	State Highway	I-80/San Pablo Dam Rd I/C Modifications	Expansion	CC-070035	39,200	8,000	0	15,000
CC	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	21,900	0	0	0
CC	San Ramon	Local Road	Widen and extend Bollinger Canyon Road to 6 lanes	Expansion	CC-090020	4,670	0	0	0
CC	San Ramon	State Highway	I-680 HOV Direct Ramps	Expansion	CC-070036	101,600	0	0	0
CC	St. Rte. 4 BA	Bicycle / Pedestrian	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	6,600	0	0	0
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	12,400	0	0	0
									Total

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Authority				Total
						Local Funds	Regional Funds	State Funds	Federal Funds	
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Balfour Interchange	Expansion	CC-070053	45,057	0	0	0	45,057
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek Ph II	Expansion	CC-070076	21,000	0	0	0	21,000
CC	Walnut Creek	Bicycle / Pedestrian	Ygnacio Valley Road Ped/Bike Trail Phase 2	Maint / Rehab	CC-110054	149	0	0	594	743
CC	Walnut Creek	Local Road	Geary Rd Widening Ph. 3	Expansion	CC-070050	7,950	0	0	0	7,950
CC	Walnut Creek	Local Road	Walnut Creek Various Arterials & Collectors Rehab	Maint / Rehab	CC-110013	247	0	0	1,856	2,103
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030025	409	0	0	1,636	2,045
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	Maint / Rehab	CC-050074	363	0	0	1,251	1,614
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint / Rehab	CC-110057	472	0	0	1,857	2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint / Rehab	CC-110058	8	0	0	32	40
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	250	0	0	936	1,186
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	0	0	19,613	5,000	24,613
CC	WETA	Transit	Hercules Ferry Service	Expansion	CC-070064	0	0	1,000	0	1,000
CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	0	0	0	813	813
CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	0	0	0	813	813
TOTAL FOR CONTRA COSTA COUNTY						1,902,099	313,854	654,394	456,738	3,327,085

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Authority			
						Local Funds	Regional Funds	State Funds	Federal Funds
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint / Rehab	MRN050025	2,808	0	0	8,974
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1998 40' Transit Buses	Maint / Rehab	MRN090024	2,945	0	0	11,779
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint / Rehab	MRN090025	2,760	0	0	11,040
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint / Rehab	MRN090034	3,816	0	0	15,265
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint / Rehab	MRN090035	111	0	0	446
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint / Rehab	MRN090036	296	0	0	1,182
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Maint / Rehab	MRN110027	262	0	0	1,048
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint / Rehab	MRN110028	49	0	0	196
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint / Rehab	MRN990017	4,821	0	0	18,573
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	281	0	0	1,122
MRN	Larkspur	Bicycle / Pedestrian	Citywide Landscaping and Heatherwood Pathway	Enhancement	MRN090051	20	0	0	200
MRN	Larkspur	Bicycle / Pedestrian	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	0	0	0	1,442
MRN	Marin County	Bicycle / Pedestrian	Sir Francis Drake Boulevard Westbound Bike Lane	Enhancement	MRN090050	0	75	0	386
MRN	Marin County	Bicycle / Pedestrian	Marinwood, Greenbrae, Strawberry & Marin City Imps	Enhancement	MRN110007	245	0	0	970
MRN	Marin County	Bicycle / Pedestrian	Veneta Valley School SR2S Improvements	Enhancement	MRN110016	50	0	0	383
MRN	Marin County	Bicycle / Pedestrian	Non-motorized Transp. Pilot Program - Marin County	Expansion	MRN050033	0	0	0	11,199
MRN	Marin County	Bicycle / Pedestrian	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	0	0	0	4,438

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						Programmed Funding by Authority				
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MRN	Marin County	Bicycle / Pedestrian	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	62	0	0	475	537
MRN	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Enhancement	MRN070019	3,410	0	0	1,036	4,446
MRN	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	Enhancement	MRN110033	0	0	0	407	407
MRN	Marin County	Local Road	Marin County: Southern Marin Roads Rehab	Maint / Rehab	MRN090053	158	0	0	1,196	1,354
MRN	Marin County	Local Road	Novato Boulevard Resurfacing	Maint / Rehab	MRN110015	222	0	0	1,006	1,228
MRN	Marin County	State Highway	Tennessee Valley Bridge	Maint / Rehab	MRN010006	152	0	0	759	911
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	Expansion	MRN070001	0	0	2,423	0	2,423
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint / Rehab	MRN110004	400	0	0	1,600	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint / Rehab	MRN110030	430	0	0	1,100	1,530
MRN	Mill Valley	Bicycle / Pedestrian	Mill Valley - Non-motorized Transp. Pilot Program	Enhancement	MRN070020	0	0	0	1,093	1,093
MRN	Mill Valley	Bicycle / Pedestrian	Sycamore Avenue Improvements	Enhancement	MRN090052	129	0	0	282	411
MRN	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint / Rehab	MRN070002	6,650	0	500	0	7,150
MRN	Mill Valley	Local Road	Mill Valley - Edgwood Avenue Resurfacing	Maint / Rehab	MRN110009	203	0	0	123	326
MRN	MTC	Local Road	Regional Planning Activities and PPM - Marin	Operations	MRN090020	606	0	1,024	5,028	6,658
MRN	Novato	Bicycle / Pedestrian	Novato - Non-motorized Transp. Pilot Program	Expansion	MRN070011	0	0	0	1,950	1,950
MRN	Novato	Local Road	Novato Boulevard Improvements, Diablo to Grant	Expansion	MRN070006	8,974	0	0	0	8,974
MRN	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replacement(27C0079)	Expansion	MRN110032	667	0	0	5,150	5,817

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						Local Funds	Regional Funds	State Funds	Federal Funds	
MRN	San Rafael	Bicycle / Pedestrian	San Rafael - Non-motorized Transp. Pilot Program	Enhancement	MRN070009	0	0	0	2,671	2,671
MRN	San Rafael	Bicycle / Pedestrian	San Rafael: Sidewalk along East Francisco Blvd	Enhancement	MRN110029	0	0	0	1,500	1,500
MRN	San Rafael	Local Road	San Rafael Citywide Street Resurfacing	Maint / Rehab	MRN110008	313	0	0	1,019	1,332
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Non-motorized Transp. Pilot Program	Enhancement	MRN070012	0	0	0	690	690
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Enhancement	MRN110010	197	0	0	88	285
MRN	TAM	Bicycle / Pedestrian	Central Marin Ferry Access Improvements	Expansion	MRN050014	0	10,360	0	1,410	11,770
MRN	TAM	Bicycle / Pedestrian	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	185	0	0	425	610
MRN	TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	Enhancement	MRN070017	0	0	0	100	100
MRN	TAM	Local Road	Green Ways to School Through Social Networking	Operations	MRN110005	658	0	0	0	658
MRN	TAM	State Highway	Highway 101 Landscaping for Gap Closure Project	Enhancement	MRN110034	0	0	0	3,900	3,900
MRN	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impls.	Expansion	MRN050001	71,977	48,723	0	0	120,700
MRN	TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Expansion	MRN050034	160,843	0	194,703	17,154	372,700
MRN	Various	Local Road	Marin County: Major Roads Rehabilitation	Maint / Rehab	MRN090008	30,000	0	0	0	30,000
TOTAL FOR MARIN COUNTY						486,602	61,023	328,919	385,780	1,262,325

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	County	Sponsor	System
	MULTIPLE COUNTIES		
	REG	ACWA	Local Road
	REG	Alameda County	Regional
	REG	BAAQMD	Bicycle / Pedestrian
	REG	BAAQMD	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	BART	Transit
	REG	Caltrain	Transit
	REG	Caltrain	Transit
	REG	Caltrain	Transit
	REG	Caltrain	Transit
	REG	Caltrain	Transit

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REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Maint / Rehab	SM-050041	8,062	0	0	30,599	38,661
REG	Caltrans	Local Road	GL: Safety Improvements - SRTS	Maint / Rehab	VAR130012	943	0	0	15,911	16,854
REG	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Maint / Rehab	VAR130045	19,927	0	8,377	297,843	326,146
REG	Caltrans	Local Road	GL: Railroad/Highway Crossings	Maint / Rehab	VAR991009	0	0	0	25,617	25,617
REG	Caltrans	Local Road	GL: Safety Imprv - High Risk Rural Roads (HR3)	Operations	VAR130006	7,076	0	0	5,720	12,796
REG	Caltrans	State Highway	Statewide Archaeological Reburial Database	Enhancement	REG110022	0	0	0	575	575
REG	Caltrans	State Highway	Geoarchaeological Study of Route 101 Corridor	Enhancement	REG110024	0	0	0	358	358
REG	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint / Rehab	MTC050008	0	0	59,406	0	59,406
REG	Caltrans	State Highway	GL: Pvmnt Resurf/Rehab State Hwy Sys - SHOPP Minor	Maint / Rehab	REG090072	0	0	15,496	0	15,496
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Program	Maint / Rehab	VAR130001	0	0	89,357	0	89,357
REG	Caltrans	State Highway	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Maint / Rehab	VAR130003	0	0	190,733	0	190,733
REG	Caltrans	State Highway	GL: Safety Imprv. - SHOPP Collision Reduction	Maint / Rehab	VAR130004	0	0	209,210	0	209,210
REG	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Response	Maint / Rehab	VAR130005	0	0	181,551	0	181,551
REG	Caltrans	State Highway	GL: Pvmnt Resurf/Rehab SHS - Highway Maint.	Maint / Rehab	VAR130031	0	0	3,905	18,406	22,311
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	Maint / Rehab	VAR130042	0	0	26,853	0	26,853
REG	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPP	Maint / Rehab	VAR130044	0	0	438,316	0	438,316
REG	Caltrans	State Highway	GL: Emergency Response (ER) - State	Maint / Rehab	VAR991004	0	0	0	202,250	202,250

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REG	Caltrans	State Highway	Cultural Resources Legacy Data Database	Operations	REG110023	0	0	0	1,630	1,630
REG	Caltrans	State Highway	GL: Safety Imprv - Highway Safety Improvement Prog	Operations	VAR130007	10,621	0	0	24,169	34,790
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Operations	REG110027	390	0	0	8,198	8,588
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	VAR130041	12,530	0	0	2,839	15,368
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot Modifications	Maint / Rehab	REG090052	767	0	0	3,068	3,835
REG	MTC	Bicycle / Pedestrian	Safe Routes to Transit	Enhancement	MTC050021	0	20,000	0	0	20,000
REG	MTC	Local Road	Regional Planning Activities and PPM - MTC	Operations	REG090038	878	0	2,200	7,158	10,236
REG	MTC	Local Road	Regional Streets and Roads Program	Operations	REG090039	1,712	0	0	13,200	14,912
REG	MTC	Local Road	Regional Arterial Operations & Signal Timing Prog	Operations	REG090046	6,650	0	0	3,750	10,400
REG	MTC	Local Road	Parking Pricing Regional Analysis	Operations	REG110029	700	0	0	0	700
REG	MTC	Regional	Regional Planning Activities - ABAG	Operations	REG090040	637	0	0	4,909	5,546
REG	MTC	Regional	Regional Planning Activities - BCDC	Operations	REG090041	290	0	0	2,234	2,524
REG	MTC	Regional	511 Traveler Information	Operations	REG090042	10,790	0	0	83,270	94,060
REG	MTC	Regional	Climate Initiatives Program Public Education	Operations	REG090065	250	0	0	10,393	10,643
REG	MTC	Regional	Climate Initiatives Evaluation and Administration	Operations	REG090066	0	0	0	4,000	4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	Operations	REG110011	333	0	0	2,000	2,333
REG	MTC	Regional	Climate Initiatives Program	Operations	REG130003	2,203	0	0	17,000	19,203

						Programmed Funding by Authority				
County	Sponsor	System	Project Title	Purpose	TIP ID	Regional Funds			Federal Funds	Total
						Local Funds	State Funds	Federal Funds		
REG	MTC	State Highway	Regional Express Lane Network Ph1-2	Expansion	REG110031	81,000	0	5,000	0	86,000
REG	MTC	State Highway	Toll Bridge Rehabilitation Program	Maint / Rehab	REG130001	0	628,906	0	0	628,906
REG	MTC	State Highway	Toll Bridge Maintenance	Maint / Rehab	REG130002	0	48,000	0	0	48,000
REG	MTC	State Highway	Freeway Performance Initiative (FPI)	Operations	REG090003	128,157	0	85,775	150,044	363,976
REG	MTC	Transit	Transit Commute Benefits Promotion	Operations	MTC050001	0	5,000	0	0	5,000
REG	MTC	Transit	Real-time Transit Information Program	Operations	MTC050020	0	20,000	0	0	20,000
REG	MTC	Transit	Integrated Fare Structure Program	Operations	MTC050022	0	1,500	0	0	1,500
REG	MTC	Transit	Clipper Fare Collection System	Operations	MTC99002A	5,082	32,320	0	25,170	62,572
REG	MTC	Transit	Transit Capital Inventory Improvements	Operations	REG050013	150	100	0	1,000	1,250
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	16,512	0	100	2,663	19,275
REG	MTC	Transit	Clipper Fare Collection System	Operations	REG090045	16,316	20,000	0	50,072	86,388
REG	MTC	Transit	Station Area Planning Program & Implementation	Operations	REG110014	1,112	0	0	8,305	9,417
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026	2,270	0	0	3,950	6,220
REG	MTC	Transit	GL: FY10 JARC Mobility Management	Operations	REG110028	169	0	0	805	974
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	5,210	0	0	5,221	10,431
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033	1,611	0	0	1,389	3,000
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034	1,252	0	0	548	1,800

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						Local Funds	Regional Funds	State Funds	Federal Funds
REG	MTC-SAFE	State Highway	Incident Management Program	Operations	REG090044	6,463	0	0	43,530
REG	Natl Park Svc	Bicycle / Pedestrian	GL: US 206 Recreational Grants	Maint / Rehab	REG070014	948	0	0	2,329
REG	Natl Park Svc	Bicycle / Pedestrian	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint / Rehab	SF-050045	1,214	0	0	12,872
REG	Natl Park Svc	Local Road	Golden Gate Nat'l Rec. Area Road Rehab	Maint / Rehab	SF-030002	0	0	0	53,640
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	Maint / Rehab	SF-090027	194	0	0	3,304
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	Operations	SF-090024	0	0	0	1,897
REG	SF County TA	Local Road	eFleet: Carsharing Electrified	Expansion	REG110012	432	0	0	1,700
REG	SFMTA	Local Road	Electric Vehicle Taxis and Battery Switch Stations	Enhancement	REG110017	1,007	0	0	6,988
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	Operations	REG110015	32	0	0	1,500
REG	Various	Transit	GL: ARRA Transit Rehab (Santa Rosa 5307)	Maint / Rehab	REG090012	0	0	0	6,244
REG	Various	Transit	GL: ARRA Transit Rehab (Vallejo 5307)	Maint / Rehab	REG090016	0	0	0	4,649
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5307)	Maint / Rehab	REG090019	0	0	0	120,343
REG	Various	Transit	GL: ARRA Transit Rehab (Concord 5307)	Maint / Rehab	REG090020	0	0	0	14,351
REG	Various	Transit	GL: ARRA Transit Rehab (Antioch 5307)	Maint / Rehab	REG090021	0	0	0	5,808
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5309)	Maint / Rehab	REG090023	0	0	0	48,264
REG	Various	Transit	GL: ARRA Transit Rehab (San Jose 5309)	Maint / Rehab	REG090024	0	0	0	4,086
REG	Various	Transit	GL: ARRA Transit Ops & Rehab	Maint / Rehab	REG090064	0	0	0	67,463

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						Local Funds	Regional Funds	State Funds	Federal Funds	
REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	0	14,615	10,184	5,032	29,831
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	0	18,450	17,000	2,500	37,950
REG	WETA	Transit	Ferry Service for South San Francisco	Expansion	MTC050030	19,472	12,000	0	17,466	48,938
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	1,000	0	0	0	1,000
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint / Rehab	REG090054	309	0	0	1,236	1,545
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint / Rehab	REG090055	1,003	0	0	4,012	5,015
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint / Rehab	REG090057	678	0	0	2,634	3,312
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint / Rehab	REG090067	955	0	0	3,819	4,774
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint / Rehab	REG110020	66	0	0	264	331
REG	WETA	Transit	WETA: Revenue Vehicle Communication Equipment	Maint / Rehab	REG110021	0	0	0	182	182
REG	WETA	Transit	WETA Ferry Expansion Studies	Operations	MTC050028	0	10,050	0	0	10,050
REG	WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	Operations	REG110001	0	0	15,250	0	15,250
TOTAL FOR MULTIPLE COUNTIES						2,147,139	889,972	1,578,728	2,144,873	6,760,711

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							Local Funds	Regional Funds	State Funds	Federal Funds
NAPA COUNTY										
NAP	American Canyon	Bicycle / Pedestrian	American Canyon Napa Junction Elementary Ped Imps		Enhancement	NAP090007	55	0	0	221
NAP	American Canyon	Bicycle / Pedestrian	Wetlands Edge Bay Trail Segment		Expansion	NAP070002	231	0	0	735
NAP	American Canyon	Bicycle / Pedestrian	American Canyon: Theresa Ave Sidewalk Imp Phase 3		Expansion	NAP110007	30	0	0	200
NAP	American Canyon	Local Road	American Canyon - Napa Square Pavement Rehab.		Maint / Rehab	NAP110022	0	0	0	286
NAP	American Canyon	Local Road	American Canyon PDA Development Plan		Operations	NAP110006	1,542	0	0	318
NAP	Caltrans	State Highway	Design of SR 12/29 Grade Separation		Expansion	NAP010002	1,500	0	0	0
NAP	Caltrans	State Highway	SR 12 (Jamieson Canyon Road) Widening		Expansion	NAP010008	0	0	128,950	8,801
NAP	MTC	Local Road	Regional Planning Activities and PPM - Napa		Operations	NAP090002	595	0	47	4,991
NAP	Napa	Bicycle / Pedestrian	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad		Expansion	NAP110011	43	0	0	170
NAP	Napa	Bicycle / Pedestrian	Napa City North/South Bike Connection		Expansion	NAP110013	95	0	0	200
NAP	Napa	Local Road	Browns Valley Roundabout		Enhancement	NAP110002	470	0	0	0
NAP	Napa	Local Road	Napa (City): 2011 Cape Seal Pavement Rehab		Maint / Rehab	NAP110008	101	0	0	625
NAP	Napa	Local Road	Napa City - Linda Vista Pavement Overlay		Maint / Rehab	NAP110015	122	0	0	654
NAP	Napa County	Local Road	Napa County: Silverado Trail Paving Phase F		Maint / Rehab	NAP110009	117	0	0	838
NAP	Napa County	Local Road	Napa County Road Rehab. Various Streets		Maint / Rehab	NAP110019	173	0	0	1,114
NAP	Napa County	Local Road	Silverado Trail Phase G and H Rehab		Maint / Rehab	NAP110023	0	0	0	1,595

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						Local Funds	Regional Funds	State Funds	Federal Funds	
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	2,680	4,950	0	0	7,630
NAP	NCTPA	Bicycle / Pedestrian	NCTPA: Napa County SRTS Program Expansion	Enhancement	NAP110012	0	0	0	315	315
NAP	NCTPA	Bicycle / Pedestrian	Napa County: Napa River/Bay Trail Segment 7 & 8	Expansion	NAP090004	0	0	0	183	183
NAP	NCTPA	Bicycle / Pedestrian	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	2,653	0	0	2,711	5,364
NAP	NCTPA	State Highway	SR 12/29/221 Soscol Junction Interchange Study	Expansion	NAP090003	0	0	6,300	0	6,300
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	Enhancement	NAP030005	611	0	0	35	646
NAP	NCTPA	Transit	NCTPA Multi-modal Transit Center Terminal/Park and	Expansion	NAP990011	6,069	2,400	0	586	9,055
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint / Rehab	NAP090005	4,131	1,985	0	4,312	10,428
NAP	NCTPA	Transit	NCTPA Operating	Maint / Rehab	NAP090008	800	0	0	0	800
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	118	0	0	189	306
NAP	NCTPA	Transit	Napa Vine: Operating Assistance	Operations	NAP970010	14,635	0	0	12,599	27,234
NAP	Yountville	Bicycle / Pedestrian	Yountville - Napa County Bicycle Path Improvements	Expansion	NAP090006	20	0	0	197	217
TOTAL FOR NAPA COUNTY						36,791	9,335	135,297	41,875	223,297

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SAN FRANCISCO COUNTY										
SF	BART	Bicycle / Pedestrian	24th Street/Mission BART Plaza Pedestrian Imps.	Enhancement	SF-090051	670	0	0	2,109	2,779
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	Enhancement	SF-090040	1,918	0	2,237	0	4,155
SF	BART	Transit	BART/MUNI Direct Connection Platform	Maint / Rehab	SF-050014	0	3,000	0	0	3,000
SF	Caltrain	Transit	Caltrain Electrification	Enhancement	SF-010028	744,366	0	21,000	19,660	785,026
SF	GGBHTD	Local Road	Golden Gate Bridge - Moveable Median Barrier	Enhancement	SF-070037	3,621	0	20,000	1,379	25,000
SF	MTC	Local Road	City CarShare Pilot Program	Expansion	SF-050043	1,040	0	0	1,946	2,986
SF	MTC	Local Road	Regional Planning Activities and PPM - SF County	Operations	SF-090030	666	0	2,045	6,251	8,962
SF	Port of SF	Bicycle / Pedestrian	Pier 70 Shoreline Open Space Improvements	Enhancement	SF-070014	1,000	0	0	0	1,000
SF	Port of SF	Bicycle / Pedestrian	San Francisco Cargo Way Bay Trail Bike Lanes	Enhancement	SF-110014	289	0	0	185	474
SF	Port of SF	Local Road	Embarcadero Corridor Transportation Improvements	Enhancement	SF-070009	5,350	0	0	0	5,350
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint / Rehab	SF-070010	20,000	0	0	0	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint / Rehab	SF-070012	8,000	0	0	0	8,000
SF	Presidio	Transit	PresidioGo Shuttle CNG Buses	Maint / Rehab	SF-090025	0	17	0	840	857
SF	SF City/County	Bicycle / Pedestrian	San Francisco - Arelious Walker Stairway Imps.	Enhancement	SF-090036	200	0	0	1,109	1,309
SF	SF City/County	Local Road	UCSF at Mission Bay Transportation Improvements	Enhancement	SF-110002	24,400	0	0	0	24,400
SF	SF City/County	Local Road	Mission Bay Biotech Cluster East Improvements	Enhancement	SF-110003	30,800	0	0	0	30,800

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						Local Funds	Regional Funds	State Funds	Federal Funds	
SF	SF City/County	Local Road	Mission Bay Residential Improvements Ph. II & III	Enhancement	SF-110004	49,100	0	0	2,300	51,400
SF	SF City/County	State Highway	I-280 and Mariposa Ramp Improvements	Operations	SF-110001	6,500	0	0	0	6,500
SF	SF County TA	Local Road	San Francisco Value Pricing and Regulation Study	Operations	SF-110038	120	0	0	480	600
SF	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	Maint / Rehab	SF-070027	78,299	0	12,318	106,780	197,397
SF	SF County TA	State Highway	US 101 Doyle Drive Replacement	Maint / Rehab	SF-991030	140,561	0	592,492	311,949	1,045,002
SF	SF County TA	Transit	Geary Bus Rapid Transit	Enhancement	SF-070004	219,620	0	180	0	219,800
SF	SF County TA	Transit	Van Ness Bus Rapid Transit	Enhancement	SF-070005	72,204	0	0	15,396	87,600
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	65,178	0	0	0	65,178
SF	SF County TA	Transit	Integrated Public-Private Partnership TDM Program	Operations	SF-110011	125	150	0	750	1,025
SF	SF DPW	Bicycle / Pedestrian	San Francisco Point Lobos Streetscape	Enhancement	SF-090038	134	0	0	461	595
SF	SF DPW	Bicycle / Pedestrian	San Francisco - Marina Green Bicycle Trail Imps.	Enhancement	SF-110013	269	0	0	988	1,257
SF	SF DPW	Local Road	San Francisco - Folsom Streetscape	Enhancement	SF-110007	1,278	0	0	4,265	5,543
SF	SF DPW	Local Road	San Francisco - Broadway Streetscape	Enhancement	SF-110009	458	0	0	1,454	1,912
SF	SF DPW	Local Road	South of Market Alleways Improvements, Phase 2	Enhancement	SF-110012	959	0	0	1,381	2,340
SF	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	159,625	0	0	9,375	169,000
SF	SF DPW	Local Road	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	Expansion	SF-110006	500	0	0	0	500
SF	SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	Maint / Rehab	SF-010004	5,728	0	7,253	27,427	40,408

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SF	SFMTA	Bicycle / Pedestrian	SF Ped Safety and Encouragement Campaign	Operations	SF-110039	149	0	0	851
SF	SFMTA	Local Road	Second St Phase 1 - SFgo Signal Rehab and Upgrade	Enhancement	SF-110008	311	0	0	530
SF	SFMTA	Local Road	SFGO-Corridor Management	Operations	SF-070030	23,921	0	5,110	25,841
SF	SFMTA	Local Road	SF Downtown Parking Pricing	Operations	SF-070040	4,600	0	0	41,400
SF	SFMTA	Transit	SFMTA: N-Judah Mobility Maximization Project	Enhancement	SF-110042	486	0	0	3,751
SF	SFMTA	Transit	SFMTA: Mission Mobility Maximization	Enhancement	SF-110043	0	0	2,413	7,016
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	Expansion	SF-010037	968,460	0	383,100	218,440
SF	SFMTA	Transit	Glen Park Intermodal Facility	Expansion	SF-050039	855	0	0	3,441
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	1,500	0	0	0
SF	SFMTA	Transit	Mission Bay Trolley Coach Extension	Expansion	SF-070006	4,500	0	0	0
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	44,473	0	0	0
SF	SFMTA	Transit	Geneva/Harvey Limited/Express Bus Service	Expansion	SF-090013	28,000	0	0	0
SF	SFMTA	Transit	Transit Center in Candlestick Point	Expansion	SF-090015	6,000	0	0	0
SF	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	22,000	0	0	0
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	22,000	0	0	0
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	23,000	0	0	0
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	51,000	0	0	0

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						Local Funds	Regional Funds	State Funds	Federal Funds	
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint / Rehab	SF-970170	18,817	7,019	4,683	118,192	148,711
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint / Rehab	SF-990004	53,371	400	4,458	62,756	120,985
SF	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint / Rehab	SF-99T002	17,462	1,007	0	55,301	73,770
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	Maint / Rehab	SF-99T005	16,814	10,000	0	60,580	87,394
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation Program	Operations	SF-090032	2,725	0	0	4,899	7,624
SF	SFMTA	Transit	SFMTA Transportation Asset Management System	Operations	SF-110010	2,200	0	0	8,800	11,000
SF	SFMTA	Transit	San Francisco Market & Haight St. Transit/Ped Imps	Operations	SF-110016	824	0	0	3,748	4,572
SF	SFMTA	Transit	Global Positioning System	Operations	SF-990003	3,654	11,283	0	4,489	19,427
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	148,277	0	0	49,311	197,588
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	Expansion	SF-050002	253,587	6,984	0	378,240	638,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029	1,184,902	0	0	0	1,184,902
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Maint / Rehab	SF-010015	588,181	204,400	160,153	636,042	1,588,776
TOTAL FOR SAN FRANCISCO COUNTY						5,651,826	255,373	1,297,624	2,561,090	9,765,914

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SAN MATEO COUNTY										
SM	BART	Transit	Daly City BART Station Improvements	Enhancement	SM-070030	390	0	900	0	1,290
SM	BART	Transit	BART: Preventive Maintenance	Maint / Rehab	SM-050005	5,472	0	0	27,742	33,214
SM	Belmont	Bicycle / Pedestrian	US 101 Belmont Bike/Ped Bridge	Expansion	SM-070005	0	0	992	7,238	8,230
SM	Brisbane	Bicycle / Pedestrian	Bayshore Corridor North South Bikeway	Enhancement	SM-090041	0	0	0	803	803
SM	Brisbane	State Highway	US 101/Candlestick Interchange	Enhancement	SM-090004	13,710	0	0	0	13,710
SM	Burlingame	Local Road	Burlingame Ave. and Broadway Districts Streetscape	Enhancement	SM-110008	69	0	0	301	370
SM	Burlingame	Local Road	Burlingame - Federal Grant Street Resurfacing	Maint / Rehab	SM-110016	110	0	0	308	418
SM	Caltrain	Transit	Caltrain grade separation program	Enhancement	SM-090021	84,452	0	36,779	25,818	147,050
SM	Caltrain	Transit	South SF Station Improvement Project	Expansion	SM-030030	20,000	0	0	8,224	28,224
SM	Caltrain	Transit	Caltrain Express: Phase 2	Expansion	SM-070008	168,825	0	17,009	1,200	187,034
SM	Caltrain	Transit	Diridon Stn.Track/Signal/Term Rehab Upgrade	Maint / Rehab	JPB991001	1,165	0	2,606	26,969	30,740
SM	Caltrain	Transit	Tilton-Poplar Grade Separation	Maint / Rehab	SM-010054	1,945	0	15,357	0	17,302
SM	Caltrain	Transit	Signal Replacement and Upgrade Program	Maint / Rehab	SM-070033	370	0	0	1,478	1,848
SM	Caltrain	Transit	Narrow Banding Project	Maint / Rehab	SM-090001	2,153	0	0	440	2,593
SM	Caltrain	Transit	Caltrain: Systemwide Security	Operations	SM-030010	1,517	0	4,696	9,000	15,213
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	1,443	0	0	0	1,443

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SM	Caltrain	Transit	VMS-PA Systems Integration	Operations	SM-070032	220	0	0	880	1,100
SM	Caltrans	State Highway	San Mateo County: Install TMS Elements	Enhancement	SM-090023	0	0	458	1,705	2,163
SM	Caltrans	State Highway	I-280 Wildlife Connectivity Research	Enhancement	SM-110004	86	0	0	382	468
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	117,706	0	67,703	2,831	188,240
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - Marsh Road to SCL County	Expansion	SM-030001	32,145	0	73,436	1,642	107,223
SM	Caltrans	State Highway	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	56,100	0	0	23,218	79,318
SM	Caltrans	State Highway	SR 1 Devils Slide Bypass	Maint / Rehab	SM-979013	750	0	0	504,143	504,893
SM	Caltrans	State Highway	SR 82-El Camino Real Signal Coordination	Operations	SM-070003	0	0	6,270	865	7,135
SM	CCAG	Bicycle / Pedestrian	San Mateo County SR2S Program	Operations	SM-110022	186	0	0	1,429	1,615
SM	CCAG	Local Road	San Mateo Countywide ITS Improvements	Operations	SM-070002	0	0	0	4,298	4,298
SM	CCAG	Local Road	San Mateo County Traffic Incident Management	Operations	SM-070037	4,450	0	21,000	2,344	27,794
SM	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	Operations	SM-070029	100	0	0	378	478
SM	Daly City	Bicycle / Pedestrian	SR 82 Daly City-Mission St. Pedestrian Imps. - Ph I	Enhancement	SM-050046	324	0	0	2,308	2,632
SM	Daly City	Bicycle / Pedestrian	Daly City - Citywide Accessibility Improvements	Enhancement	SM-110009	100	0	0	420	520
SM	Daly City	Local Road	Daly City Street Rehab Program	Maint / Rehab	SM-110017	238	0	0	1,058	1,296
SM	East Palo Alto	Bicycle / Pedestrian	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006	512	0	0	1,887	2,399
SM	East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	Maint / Rehab	SM-070004	2,377	0	0	9,503	11,880

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SM	Foster City	Local Road	Triton Drive Widening	Expansion	SM-090005
SM	Foster City	State Highway	State Route 92/Chess Drive - Ramp Widening Project	Expansion	SM-090006
SM	Half Moon Bay	Bicycle / Pedestrian	Highway 1 Bicycle/Pedestrian Trail	Expansion	SM-110027
SM	Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Maint / Rehab	SM-110014
SM	Millbrae	Bicycle / Pedestrian	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053
SM	Millbrae	State Highway	El Camino Real & Victoria Ave Pedestrian Crossing	Enhancement	SM-090017
SM	MTC	Local Road	Regional Planning Activities and PPM - San Mateo	Operations	SM-090024
SM	MTC	State Highway	Dumbarton Bridge Seismic Retrofit	Maint / Rehab	SM-130001
SM	Pacifica	State Highway	SR 1 - Fassler to West Port Drive Widening	Expansion	SM-050001
SM	Pacifica	State Highway	SR1 San Pedro Creek Bridge Replacement	Maint / Rehab	SM-050052
SM	Redwood City	Bicycle / Pedestrian	Bair Island Bay Trail Improvements	Expansion	SM-110025
SM	Redwood City	Bicycle / Pedestrian	Skyway/Shoreway Bike Route Improvements	Expansion	SM-110026
SM	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007
SM	SamTrans	Bicycle / Pedestrian	SR 82 - El Camino Real Grand Boulevard Initiative	Enhancement	SM-050051
SM	SamTrans	Bicycle / Pedestrian	GBI: Removing Barriers to Livable Communities	Enhancement	SM-110006
SM	SamTrans	Local Road	Making the Last Mile Connection TDM Program	Operations	SM-110005
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	Enhancement	SM-110054

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SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance Facility/Equipment	Maint / Rehab	SM-030023	6,324	79	0	39,468	45,871
SM	SamTrans	Transit	Rehabilitation/Replacement	Maint / Rehab	SM-070049	247	0	0	986	1,233
SM	SamTrans	Transit	SAMTRANS: Service Support Vehicles	Maint / Rehab	SM-090019	64	0	0	258	322
SM	SamTrans	Transit	SamTrans: Replacement of 10 Paratransit Minivans	Maint / Rehab	SM-090042	101	0	0	404	505
SM	SamTrans	Transit	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	Maint / Rehab	SM-110052	274	0	0	1,231	1,505
SM	SamTrans	Transit	SAMTRANS: Advanced Communication System Upgrades	Operations	SM-110053	0	0	2,485	8,215	10,700
SM	SamTrans	Transit	SAMTRANS: Capital Maintenance-Fuel	Operations	SM-110056	837	0	0	3,347	4,183
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy	Operations	SM-990026	946	0	0	3,777	4,723
SM	San Bruno	Bicycle / Pedestrian	San Bruno Transit Corridor Ped Connection Imprvmt	Enhancement	SM-110012	75	0	0	263	338
SM	San Bruno	Local Road	San Bruno Street Medians and Grand Blvd Imprvmts	Enhancement	SM-110011	184	0	0	654	838
SM	San Bruno	State Highway	SR 82 El Camino Real: Grand Boulevard Initiative	Enhancement	SM-070031	300	0	0	779	1,079
SM	San Carlos	Bicycle / Pedestrian	East Side Community Transit Connectivity Imprvmts	Expansion	SM-110028	124	0	426	2,221	2,771
SM	San Carlos	Local Road	San Carlos Pavement Rehab Program	Maint / Rehab	SM-110019	211	0	0	319	530
SM	San Carlos	State Highway	US101/Holly interchange modification	Operations	SM-090008	3,000	0	0	0	3,000
SM	San Mateo	Bicycle / Pedestrian	Delaware Street Bike Lane and Streetscape	Enhancement	SM-110007	600	0	0	605	1,205
SM	San Mateo	Bicycle / Pedestrian	El Camino Real Phase I Improvement	Enhancement	SM-110010	317	0	0	785	1,102
SM	San Mateo	Local Road	San Mateo Street Rehab of Various Fed. Aid Routes	Maint / Rehab	SM-110021	263	0	0	1,255	1,518

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						Local Funds	Regional Funds	State Funds	Federal Funds
SM	San Mateo	Local Road	Smart Corridor Initial Implementation Project	Operations	SM-090054	940	0	0	1,000
SM	San Mateo	State Highway	SR92/EI Camino Real (SR82) Ramp Modifications	Enhancement	SM-110047	2,155	0	0	7,845
SM	San Mateo Co	Bicycle / Pedestrian	San Mateo County Bike and Ped. Enhancements	Enhancement	SM-090020	0	0	0	200
SM	San Mateo Co	Bicycle / Pedestrian	CSRT South of Dam Conversion	Expansion	SM-110024	601	0	0	524
SM	San Mateo Co	Local Road	San Mateo Co. Pavement Program	Maint / Rehab	SM-110020	284	0	0	1,416
SM	San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	Maint / Rehab	SM-110035	140	0	0	1,070
SM	SMCTA	Local Road	Widen Woodside Rd from 4 to 6 lanes btw ECR and BW	Expansion	SM-090011	2,700	0	0	0
SM	SMCTA	State Highway	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	5,300	0	0	0
SM	SMCTA	State Highway	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	50,300	0	0	0
SM	SMCTA	State Highway	Construct WB lane on Rte 92	Expansion	SM-090003	56,500	0	0	0
SM	SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-090009	6,400	0	0	0
SM	SMCTA	State Highway	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-090013	35,300	0	0	0
SM	SMCTA	State Highway	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	6,550	0	0	0
SM	SMCTA	State Highway	US 101 Aux lanes from San Bruno Ave to Grand Ave	Expansion	SM-090016	46,000	0	0	0
SM	SMCTA	State Highway	US 101 / Willow Road Interchange Reconstruction	Maint / Rehab	SM-010047	4,000	0	27,480	1,471
SM	SMCTA	State Highway	I-280/Route 1 interchange safety improvements	Operations	SM-090010	20,100	0	0	0
SM	SMCTA	State Highway	Improve US 101 operations near Rte 92	Operations	SM-090014	24,000	0	0	2,411

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						Local Funds	Regional Funds	State Funds	Federal Funds	
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	257,136	43,900	0	0	301,036
SM	SSF	Bicycle / Pedestrian	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	81	0	0	261	342
SM	SSF	State Highway	Utah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003	15,470	0	0	0	15,470
SM	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	15,000	0	0	0	15,000
TOTAL FOR SAN MATEO COUNTY						1,136,955	77,579	287,127	773,931	2,275,591

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SANTA CLARA COUNTY						
SCL	Caltrain	Transit	Accessible Capital Enhancement	Maint / Rehab	JPB991004	7,707
SCL	Caltrans	Local Road	Stanford U Parking Pricing w/ Off-Peak Incentives	Operations	SCL090073	2,948
SCL	Caltrans	State Highway	SR 87 Guadalupe Freeway Corridor Landscaping	Enhancement	SCL030008	8,925
SCL	Caltrans	State Highway	US 101 / SR 87-Trimble Road Landscaping	Enhancement	SCL050013	2,390
SCL	Caltrans	State Highway	I-280 Roadway Rehabilitation in San Jose	Maint / Rehab	SCL090033	17,056
SCL	Campbell	Local Road	Hacienda Avenue Improvements	Enhancement	SCL110116	680
SCL	Campbell	Local Road	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	4,200
SCL	Cupertino	Local Road	Cupertino Various Streets Rehabilitation	Maint / Rehab	SCL110022	602
SCL	Gilroy	Bicycle / Pedestrian	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	4,162
SCL	Gilroy	Bicycle / Pedestrian	Gilroy School Crossings, Sidewalks & Bicycle Lanes	Expansion	SCL110049	938
SCL	Los Altos Hills	Bicycle / Pedestrian	Safe Routes to Los Altos Hills Schools	Expansion	SCL110056	1,127
SCL	Milpitas	Bicycle / Pedestrian	Escuela Parkway Pedestrian and Bicycle Enhancement	Enhancement	SCL110055	568
SCL	Milpitas	State Highway	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077	4,500
SCL	Morgan Hill	Local Road	Butterfield Boulevard Extension from Tennant Avenue	Expansion	SCL090018	20,637
SCL	Palo Alto	Bicycle / Pedestrian	Palo Alto California Avenue Transit Hub	Enhancement	SCL110037	1,600
SCL	Palo Alto	Local Road	Citywide Traffic Signal upgrade	Operations	SCL050091	458

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Authority			
						Local Funds	Regional Funds	State Funds	Federal Funds
SCL	San Jose	Bicycle / Pedestrian	San Carlos Multimodal Streetscape Improvements	Enhancement	SCL090045	343	0	0	1,500
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail-Tasman Drive Underpass	Enhancement	SCL090046	165	0	0	660
SCL	San Jose	Bicycle / Pedestrian	Innovative Bicycle Detection System	Enhancement	SCL110016	390	0	0	1,500
SCL	San Jose	Bicycle / Pedestrian	San Fernando Street Enhanced Bikeway & Ped Access	Enhancement	SCL110033	302	0	0	1,425
SCL	San Jose	Bicycle / Pedestrian	San Jose - San Carlos Multimodal Phase 2	Enhancement	SCL110034	622	0	0	2,024
SCL	San Jose	Bicycle / Pedestrian	San Jose Walk N Roll - Safe Access	Enhancement	SCL110057	85	0	0	568
SCL	San Jose	Bicycle / Pedestrian	Park Avenue Multi-Modal Improvements	Enhancement	SCL110117	364	0	0	1,456
SCL	San Jose	Bicycle / Pedestrian	St. John Street Multi-Modal Improvements - Phase 1	Enhancement	SCL110118	376	0	0	1,500
SCL	San Jose	Bicycle / Pedestrian	Almaden Expressway Ped. Bridge	Expansion	SCL050039	12,343	0	0	492
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail	Expansion	SCL050081	6,040	0	0	7,256
SCL	San Jose	Bicycle / Pedestrian	Bay Trail Reach 9	Expansion	SCL050082	1,703	0	0	675
SCL	San Jose	Bicycle / Pedestrian	Coyote Creek Trail	Expansion	SCL050083	11,095	0	0	3,674
SCL	San Jose	Bicycle / Pedestrian	Downtown Couplet Conversion Projects	Expansion	SCL090004	22,000	0	0	0
SCL	San Jose	Bicycle / Pedestrian	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Expansion	SCL110029	3,350	0	0	1,250
SCL	San Jose	Local Road	North San Jose Intersection Improvements	Enhancement	SCL090007	61,000	0	0	0
SCL	San Jose	Local Road	San Jose: Various Intersection Improvements	Enhancement	SCL090008	29,000	0	0	0
SCL	San Jose	Local Road	Montague Expressway/Timble interchange improvement	Enhancement	SCL090009	32,000	0	0	0

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				Programmed Funding by Authority						
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
SCL	San Jose	Local Road	Widen Montague Exp between Lick Mill-Trade Zone	Enhancement	SCL090010	13,500	0	0	0	13,500
SCL	San Jose	Local Road	Branham Ln/Monterey Hwy Grade Crossing Design	Enhancement	SCL090036	95	0	0	475	570
SCL	San Jose	Local Road	San Jose: Alameda - A Plan for The Beautiful Way	Enhancement	SCL110001	1,191	0	0	3,132	4,323
SCL	San Jose	Local Road	Charcot Avenue Extension over I-880	Expansion	SCL090003	34,000	0	0	0	34,000
SCL	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor Stree	Expansion	SCL090005	13,000	0	0	0	13,000
SCL	San Jose	Local Road	Autumn Street Extension	Expansion	SCL110006	34,026	0	0	974	35,000
SCL	San Jose	Local Road	San Jose 2012 Streets Resurfacing and Rehab	Maint / Rehab	SCL110035	1,035	0	0	7,987	9,022
SCL	San Jose	Local Road	San Jose: Road Rehab and Ped. Facilities	Maint / Rehab	SCL110107	2,590	0	0	12,410	15,000
SCL	San Jose	Local Road	Silicon Valley TIMC	Operations	SCL050079	4,114	0	0	6,039	10,153
SCL	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Widening	Expansion	SCL030006	15,000	0	0	0	15,000
SCL	San Jose	State Highway	US 101 / Mabury New Interchange	Expansion	SCL070004	20,750	0	0	0	20,750
SCL	San Jose	State Highway	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	Maint / Rehab	SCL090025	34,000	0	0	0	34,000
SCL	San Jose	State Highway	I-880/Montague Expressway interchange Improvements	Operations	SCL090015	58,000	0	0	0	58,000
SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	508,000	0	0	0	508,000
SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Reach 4 New Trail	Expansion	SCL110030	545	0	0	1,258	1,803
SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Spur Trail Imps	Expansion	SCL110031	669	260	0	1,081	2,010
SCL	Santa Clara Co	Bicycle / Pedestrian	SR2S for Santa Clara County	Operations	SCL110051	130	0	0	1,000	1,130

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						Programmed Funding by Authority				
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						Local Funds	State Funds			
SCL	Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	Enhancement	SCL070049	15,735	0	0	1,265	17,000
SCL	Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange Reconfiguration	Enhancement	SCL110004	9,500	0	0	0	9,500
SCL	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	69,900	0	0	0	69,900
SCL	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	Maint / Rehab	SCL090002	15,410	0	0	490	15,900
SCL	Santa Clara Co	Local Road	Santa Clara County: Santa Teresa/Hale Rehab	Maint / Rehab	SCL110012	600	0	0	3,198	3,798
SCL	Santa Clara Co	Local Road	Santa Clara County: Expressways Pavement Rehab	Maint / Rehab	SCL110013	70	0	0	530	600
SCL	Santa Clara Co	Local Road	Isabel Bridge (Bridge #37C0089) Replacement	Maint / Rehab	SCL110108	0	0	0	4,540	4,540
SCL	Santa Clara Co	Local Road	Oregon-Page Mill Expwy Improvements	Operations	SCL050080	1,079	0	0	3,333	4,412
SCL	Santa Clara Co	State Highway	Widen Montague Expwy bet Trade Zone & Park Victori	Expansion	SCL090017	25,000	0	0	0	25,000
SCL	Santa Clara Co	State Highway	US 101/Montague Expressway Interchange	Expansion	SCL090027	13,500	0	0	0	13,500
SCL	Saratoga	Bicycle / Pedestrian	Highway 9 Safety Improvements	Enhancement	SCL070050	364	0	0	2,262	2,626
SCL	Saratoga	Bicycle / Pedestrian	Saratoga Village Ped Enhancement Phase 2	Enhancement	SCL110017	291	0	0	1,161	1,452
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	655	0	0	507	1,162
SCL	Sunnyvale	Local Road	Hendy Ave Complete Street Improvements	Maint / Rehab	SCL110014	673	0	0	2,077	2,750
SCL	VTA	Bicycle / Pedestrian	Santa Clara Grade-Separated Pedestrian Crossing	Enhancement	SCL090031	7,882	0	0	1,468	9,350
SCL	VTA	Local Road	Regional Planning Activities and PPM - Santa Clara	Operations	SCL090035	1,071	0	2,189	11,763	15,023
SCL	VTA	State Highway	SR 85 Express Lanes	Enhancement	SCL090030	57,000	0	0	3,800	60,800

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						Programmed Funding by Authority				
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SCL	VTA	State Highway	Santa Clara County - US 101 Express Lanes	Enhancement	SCL110002	84,000	0	0	0	84,000
SCL	VTA	State Highway	SR 237 Express Lanes: I-880 to Mathilda Ave	Enhancement	SCL110008	14,900	0	0	0	14,900
SCL	VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	5,196	0	5,000	67,846	78,042
SCL	VTA	State Highway	SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	15,238	0	11,450	18,295	44,983
SCL	VTA	State Highway	Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	0	0	173,967	0	173,967
SCL	VTA	State Highway	US 101 / Tully Road Interchange Modifications	Expansion	SCL050033	20,664	0	32,155	11,263	64,082
SCL	VTA	State Highway	US 101 / Capitol-Yerba Buena I/C Modifications	Expansion	SCL050034	8,456	0	24,000	1,100	33,556
SCL	VTA	State Highway	I-880/I-280/Stevens Creek I/C Improvements	Expansion	SCL070002	87,307	0	41,275	21,502	150,084
SCL	VTA	State Highway	SR 25/Santa Teresa Blvd/US 101 IC	Expansion	SCL070003	237,300	0	0	0	237,300
SCL	VTA	State Highway	I-880 Widening - SR237 to US101	Expansion	SCL070016	23,400	0	71,600	0	95,000
SCL	VTA	State Highway	US 101 Aux/HOV Lanes - SR 85 to SM County Line	Expansion	SCL070024	17,370	0	84,930	0	102,300
SCL	VTA	State Highway	New SR152 Alignment Study	Expansion	SCL090016	5,000	0	5,000	0	10,000
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	Enhancement	SCL050045	645	0	0	2,553	3,198
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Enhancement	SCL090001	24,818	0	90,445	0	115,263
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	Enhancement	SCL090043	150	0	0	600	750
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Enhancement	SCL110009	233,400	0	0	0	233,400
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Enhancement	SCL110010	144,487	0	0	713	145,200

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SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Enhancement	SCL110104	145	0	0	580	724
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority Improvement	Enhancement	SCL110119	206	0	0	1,587	1,793
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	4,653,767	0	345,668	11,065	5,010,500
SCL	VTA	Transit	Capitol Expressway LRT Extension	Expansion	SCL050009	276,460	0	39,000	18,540	334,000
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	176,000	0	0	0	176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	1,279,380	0	353,339	889,181	2,521,900
SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	Expansion	SCL110102	687	0	0	2,750	3,437
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint / Rehab	SCL050001	102,122	0	910	3,640	106,672
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint / Rehab	SCL050002	2,789	0	1,328	11,154	15,271
SCL	VTA	Transit	Replace Bus Fareboxes	Maint / Rehab	SCL050044	514	0	10,000	0	10,514
SCL	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint / Rehab	SCL050049	1,240	0	2,500	12,452	16,192
SCL	VTA	Transit	VTA: Renewable Energy Conversion Project	Maint / Rehab	SCL090041	188	0	0	750	938
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint / Rehab	SCL090044	2,077	0	0	8,308	10,385
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Maint / Rehab	SCL110099	340	0	0	1,360	1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint / Rehab	SCL110100	257	0	0	1,030	1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	Maint / Rehab	SCL110101	257	0	0	436	693
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	Maint / Rehab	SCL110103	172	0	0	688	860

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SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	Maint / Rehab	SCL110105	700	0	0	2,800	3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio Replacement	Maint / Rehab	SCL110106	52	0	0	210	262
SCL	VTA	Transit	VTA: Preventive Maintenance	Maint / Rehab	SCL990046	98,775	0	0	380,002	478,776
SCL	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	6,427	0	0	25,144	31,571
TOTAL FOR SANTA CLARA COUNTY						8,703,266	260	1,305,053	1,620,651	11,629,229

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SOLANO COUNTY										
SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031	0	3,000	0	0	3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Operations	SOL110008	0	1,250	0	0	1,250
SOL	Caltrans	State Highway	I-80/I-680 Aux Lanes Improvement Landscaping	Enhancement	SOL050003	0	0	2,544	0	2,544
SOL	Caltrans	State Highway	I-80/I-680 Mitigation Landscaping	Enhancement	SOL070014	0	0	50	0	50
SOL	Caltrans	State Highway	Suisun Valley Rd Bridge Replacement	Expansion	SOL050006	541	0	0	3,669	4,210
SOL	Caltrans	State Highway	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002	0	0	3,924	0	3,924
SOL	Dixon	Local Road	Parkway Blvd/UPRR Grade Separation	Expansion	SOL050009	2,029	0	0	1,060	3,089
SOL	Dixon	State Highway	I-80 / Pedrick Road Interchange Modification	Operations	SOL050007	1,950	0	0	0	1,950
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	1,161	20,996	14,135	3,308	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	0	7,750	0	773	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint / Rehab	SOL090008	0	0	0	172	172
SOL	FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Maint / Rehab	SOL030015	0	0	0	625	625
SOL	F-S Transit	Transit	Transit Vehicle Replacement	Maint / Rehab	SOL110027	998	0	302	1,500	2,800
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	14,864	0	0	24,760	39,623
SOL	MTC	Local Road	Regional Planning Activities and PPM - Solano	Operations	SOL090006	628	0	1,636	5,594	7,858
SOL	MTC	State Highway	I-80 Express Lanes (Vacaville)	Expansion	SOL110001	190,600	0	600	0	191,200

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						Local Funds	Regional Funds	State Funds	Federal Funds
SOL	MTC	State Highway	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002	17,300	0	500	0
SOL	Solano County	Bicycle / Pedestrian	Cordelia Hills Sky Valley	Expansion	SOL070012	550	0	0	2,160
SOL	Solano County	Bicycle / Pedestrian	Vacaville-Dixon Bicycle Route (Phase 5)	Expansion	SOL090035	292	0	0	555
SOL	Solano County	Local Road	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	509	0	0	2,038
SOL	Solano County	Local Road	Solano County - 2011 Pavement Overlay Program	Maint / Rehab	SOL090027	235	0	0	1,807
SOL	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	322	0	0	1,287
SOL	SolTrans	Transit	SolTrans: Van Replacement: Purchase (2) Cut-Aways	Maint / Rehab	SOL050035	34	0	0	134
SOL	SolTrans	Transit	SolTrans: Replacement of One Cutaway Vehicle	Maint / Rehab	SOL070030	15	0	0	59
SOL	SolTrans	Transit	SolTrans: Replacement of Two Minivans	Maint / Rehab	SOL070031	20	0	0	80
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint / Rehab	SOL070032	135	0	0	1,021
SOL	SolTrans	Transit	SolTrans: Shop Equipment	Maint / Rehab	SOL070033	20	0	0	80
SOL	SolTrans	Transit	SolTrans: Purchase of Administrative Car	Maint / Rehab	SOL070034	5	0	0	22
SOL	SolTrans	Transit	SolTrans: Shop Truck Replacement	Maint / Rehab	SOL070035	8	0	0	32
SOL	SolTrans	Transit	SolTrans: Maintenance Facility	Maint / Rehab	SOL070036	110	0	0	440
SOL	SolTrans	Transit	SolTrans: Security Cameras on Buses	Maint / Rehab	SOL070037	18	0	0	72
SOL	SolTrans	Transit	SolTrans: GFI Fare Collection System	Maint / Rehab	SOL070038	13	0	0	52
SOL	SolTrans	Transit	SolTrans: Radio Equipment	Maint / Rehab	SOL070039	8	0	0	32

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						Programmed Funding by Authority				
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
SOL	SolTrans	Transit	SolTrans: Communication Upgrades	Maint / Rehab	SOL090028	432	0	0	1,728	2,160
SOL	SolTrans	Transit	SolTrans: Bus Radio Replacement	Maint / Rehab	SOL090029	24	0	0	94	118
SOL	SolTrans	Transit	SolTrans: Vault Receiver Replacement	Maint / Rehab	SOL090030	22	0	0	88	110
SOL	SolTrans	Transit	SolTrans: Replace Bill Counter	Maint / Rehab	SOL090031	2	0	0	8	10
SOL	SolTrans	Transit	SolTrans: Public Address System Upgrade	Maint / Rehab	SOL090032	7	0	0	28	35
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint / Rehab	SOL090033	200	0	0	800	1,000
SOL	SolTrans	Transit	SolTrans: Bus Replacement/Expansion-Alt. Fuel	Maint / Rehab	SOL090034	125	0	0	500	625
SOL	SolTrans	Transit	SolTrans: Replace Coin Counter	Maint / Rehab	SOL110026	2	0	0	7	9
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	Maint / Rehab	SOL110033	81	0	0	321	401
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	148	0	0	594	742
SOL	STA	Bicycle / Pedestrian	West B. Street Bike/Pedestrian Undercrossing	Expansion	SOL110024	4,011	0	0	1,989	6,000
SOL	STA	Bicycle / Pedestrian	Solano Safe Routes to School Program	Operations	SOL110019	20	0	0	1,011	1,031
SOL	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure Town	Expansion	SOL110003	133	0	38,494	530	39,157
SOL	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	12,801	0	630	0	13,431
SOL	STA	Local Road	Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	1,658	0	491	9,089	11,238
SOL	STA	Local Road	Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	8,809	0	200	185	9,194
SOL	STA	State Highway	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	0	106,400	44,412	0	150,812

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				Programmed Funding by Authority						
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
SOL	STA	State Highway	EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	0	25,200	73,683	0	98,883
SOL	STA	Transit	Eastern Solano / SNCI Rideshare Program	Operations	SOL110020	58	0	0	445	503
SOL	Suisun City	Bicycle / Pedestrian	Grizzly Island Trail - Phase 1	Expansion	SOL110012	150	0	900	1,114	2,164
SOL	Vacaville	Bicycle / Pedestrian	Vacaville Transit - Curb Ramps	Enhancement	SOL130001	10	0	0	40	50
SOL	Vacaville	Bicycle / Pedestrian	Ulatis Creek Bike Path - Ulatis to Leisure Town	Expansion	SOL070026	224	0	0	847	1,071
SOL	Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Operations	SOL090001	1,540	0	0	0	1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	8,050	0	0	1,950	10,000
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	Maint / Rehab	SOL950024	563	0	0	1,136	1,699
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint / Rehab	SOL97AM70	169	0	0	713	882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Maint / Rehab	SOL991099	102	0	0	321	423
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	5,373	0	0	6,216	11,589
SOL	Vallejo	Bicycle / Pedestrian	Vallejo: Downtown Streetscape	Enhancement	SOL050048	419	0	0	5,541	5,960
SOL	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvements	Expansion	SOL990018	5,230	0	0	0	5,230
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	0	11,750	0	0	11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	14,264	28,984	14,661	21,220	79,130
SOL	WETA	Transit	Vallejo: Ferry Mid-Life Rehab	Maint / Rehab	SOL090011	2,816	0	0	11,264	14,080
SOL	WETA	Transit	Vallejo Ferry Maintenance Facility	Maint / Rehab	SOL991032	720	0	10,296	1,778	12,795

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						Local Funds	Regional Funds	State Funds	Federal Funds	
TOTAL FOR SOLANO COUNTY						300,527	205,330	207,459	120,888	834,204

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						Programmed Funding by Authority				
County	Sponsor	System	Project Title	Purpose	TIP ID	Local Funds	Regional Funds	State Funds	Federal Funds	Total
SONOMA COUNTY										
SON	Caltrans	Bicycle / Pedestrian	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Expansion	SON050002	0	0	3,350	2,344	5,694
SON	Caltrans	Local Road	Mark West Creek Bridge- 20C0246	Expansion	SON050001	165	0	0	5,720	5,885
SON	Caltrans	Local Road	King Ridge Rd. Bridge Rehab. Project	Maint / Rehab	SON070026	0	0	0	1,838	1,838
SON	Caltrans	State Highway	Watershed Awareness Signs	Enhancement	SON110002	21	0	0	120	141
SON	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Expansion	SON010001	0	0	4,966	0	4,966
SON	Caltrans	State Highway	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Expansion	SON110001	330	0	8,850	550	9,730
SON	Caltrans	State Highway	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Expansion	SON950005	20,000	0	69,715	0	89,715
SON	Cotati	Bicycle / Pedestrian	Downtown Specific Plan Area Revitalization	Enhancement	SON110007	950	0	0	1,100	2,050
SON	Cotati	Transit	City of Cotati Train Depot	Expansion	SON110015	2,675	0	0	1,516	4,191
SON	FWLS	Local Road	San Pablo Bay NWR Access Road in Petaluma	Expansion	SON110030	21,230	0	0	2,250	23,480
SON	Healdsburg	Bicycle / Pedestrian	Healdsburg Foss Creek Bicycle/Ped Pathway	Expansion	SON050017	633	0	0	2,464	3,098
SON	MTC	Local Road	Regional Planning Activities and PPM - Sonoma	Operations	SON090008	578	0	2,195	5,625	8,398
SON	MTC	Local Road	Stewarts Point Rancheria EV Pilot Program	Operations	SON110034	376	0	0	0	376
SON	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013	3,862	0	0	19,309	23,171
SON	Petaluma	Local Road	Petaluma Boulevard South Road Diet	Enhancement	SON110006	177	0	0	708	885
SON	Petaluma	Local Road	Sonoma Mountain Parkway Rehabilitation	Maint / Rehab	SON110014	135	0	0	1,036	1,171



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						Local Funds	Regional Funds	State Funds	Federal Funds	
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Maint / Rehab	SON110045	102	0	0	410	512
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint / Rehab	SON110047	2,760	0	0	0	2,760
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	Operations	SON090007	150	0	0	888	1,038
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	5,273	0	0	5,273	10,545
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	385,929	25,200	73,690	18,737	503,556
SON	Son Co Reg Park	Bicycle / Pedestrian	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	817	0	0	0	817
SON	Son Co Reg Park	Bicycle / Pedestrian	SMART Trail-Hearm Avenue to Joe Rodota Trail	Expansion	SON110013	502	0	0	620	1,122
SON	Son Co TA	Local Road	Improve U.S. 101/Old Redwood Highway Interchange	Expansion	SON090003	32,240	0	4,609	0	36,849
SON	Son Co TA	Local Road	US 101 Airport I/C (North B)	Operations	SON090005	21,700	0	24,108	0	45,808
SON	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windzor (North)	Expansion	SON010019	23,400	0	91,260	5,144	119,804
SON	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Expansion	SON010024	23,790	0	115,050	0	138,840
SON	Son Co TA	State Highway	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	7,970	0	1,600	11,818	21,388
SON	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	262,817	0	102,721	7,162	372,700
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	Enhancement	SON050021	21	0	0	73	94
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance Program	Maint / Rehab	SON030005	1,967	0	0	7,735	9,702
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint / Rehab	SON070024	1,101	0	0	2,580	3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint / Rehab	SON110003	115	0	0	460	575

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						Local Funds	Regional Funds	State Funds	Federal Funds	
SON	Sonoma County	Bicycle / Pedestrian	Countywide Safe Routes to Schools Program	Operations	SON110016	134	0	0	1,034	1,168
SON	Sonoma County	Local Road	Replace Geysers Road Bridge 20C0005	Expansion	SON090001	5,057	0	0	5,543	10,600
SON	Sonoma County	Local Road	Replace Chalk Hill Road Bridge 20C0242	Expansion	SON090025	97	0	0	6,953	7,050
SON	Sonoma County	Local Road	BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY	Expansion	SON090026	57	0	574	4,969	5,600
SON	Sonoma County	Local Road	Replace West Dry Creek Road Bridge 20C0407	Expansion	SON090027	52	0	0	5,648	5,700
SON	Sonoma County	Local Road	Replace Bohan Dillon Road Bridge 20C0435	Expansion	SON110024	0	0	0	1,770	1,770
SON	Sonoma County	Local Road	Replace Hauser Road Bridge 20C0240	Expansion	SON110025	0	0	0	2,969	2,969
SON	Sonoma County	Local Road	Replace Freestone Flat Road Bridge 20C0440	Expansion	SON110026	0	0	0	3,200	3,200
SON	Sonoma County	Local Road	Sonoma County 2010 Pavement Preservation Program	Maint / Rehab	SON110009	670	0	0	4,912	5,582
SON	Sonoma County	Local Road	2011/12 Asphalt Overlay Program	Maint / Rehab	SON110028	528	0	0	3,917	4,445
SON	Windor	Bicycle / Pedestrian	Windor - Old Redwood Hwy Pedestrian Linkages	Enhancement	SON070005	90	0	0	313	403
SON	Windor	Bicycle / Pedestrian	ORH at Lakewood Dr. Bike and Ped Enhancements	Expansion	SON110044	170	0	0	609	779
SON	Windor	Local Road	Hembree Lane Resurfacing	Maint / Rehab	SON110012	84	0	0	348	432
TOTAL FOR SONOMA COUNTY						835,597	25,200	502,688	164,365	1,527,849
TOTAL FOR ALL COUNTIES						23,482,515	2,520,571	13,351,740	9,631,264	48,986,091

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future		
ALAMEDA COUNTY												
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	Enhancement	ALA110100	13,316	0	0	0	0	13,316	
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	Enhancement	ALA130007	3,929	0	0	0	0	3,929	
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	0	47,800	5,000	0	0	205,145	
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint / Rehab	ALA010034	0	0	0	0	0	31,520	
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	Maint / Rehab	ALA070046	0	0	0	0	21,543	61,843	
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint / Rehab	ALA110008	0	0	0	0	0	7,403	
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint / Rehab	ALA110091	18,207	0	0	0	0	18,207	
ALA	AC Transit	Transit	AC Transit: Procure (38) 40' Urban Transit Buses	Maint / Rehab	ALA110092	0	0	0	0	0	16,115	
ALA	AC Transit	Transit	AC Transit: Procure (30) 40' Suburban Buses	Maint / Rehab	ALA110093	15,887	0	0	0	0	15,887	
ALA	AC Transit	Transit	AC Transit: Procure (27) 40' Urban Buses	Maint / Rehab	ALA130003	12,022	0	0	0	0	12,022	
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint / Rehab	ALA130004	29,700	0	0	0	0	29,700	
ALA	AC Transit	Transit	AC Transit: Procure (25) 40' Suburban Buses	Maint / Rehab	ALA130005	13,570	0	0	0	0	13,570	
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint / Rehab	ALA991070	0	0	0	0	0	392,438	
ALA	AC Transit	Transit	Transit Security Project	Operations	ALA050064	0	0	0	0	0	17,208	
ALA	AC Transit	Transit	AC Transit: Paratransit Van Leasing	Operations	ALA990052	0	0	0	0	0	13,088	
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	0	0	0	0	0	93,237	
ALA	ACTC	Bicycle / Pedestrian	Bikemobile: Bike Repair and Encouragement Vehicle	Operations	ALA110009	0	0	0	0	0	576	
ALA	ACTC	Local Road	I-80 Integrated Corridor Mobility Project	Enhancement	ALA070041	0	0	0	0	0	92,855	

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future			
ALA	ACTC	Local Road	Corridor Mobility Program & Adaptive Ramp Metering	Operations	ALA090019	100	27,166	5,000	0	0			32,266
ALA	ACTC	Local Road	Alameda County Safe Routes to School	Operations	ALA110033	0	0	0	0	0			2,338
ALA	ACTC	Local Road	Alameda County SR2S Local	Operations	ALA110098	0	0	0	0	0			1,300
ALA	ACTC	State Highway	AB3090 Replacement Project 880/Mission Landscape	Enhancement	ALA030026	0	4,620	0	0	0			5,180
ALA	ACTC	State Highway	I-580 Landscaping in the City of San Leandro	Enhancement	ALA090067	0	0	0	0	0			350
ALA	ACTC	State Highway	I-580 Oakland 14th to Ardeley Noise Barriers	Enhancement	ALA110004	0	1,500	0	0	0			1,600
ALA	ACTC	State Highway	I-580 (TrnValley) Right of Way Preservation	Expansion	ALA050006	0	0	0	0	0			9,700
ALA	ACTC	State Highway	SR 84 Expressway Widening	Expansion	ALA050014	0	39,919	37,030	0	0			126,459
ALA	ACTC	State Highway	I-880 North Safety Improvements	Expansion	ALA050019	78,600	0	0	0	0			96,887
ALA	ACTC	State Highway	I-580 (TrnValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	0	0	0	0	0			137,339
ALA	ACTC	State Highway	I-580 (TrnValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	0	0	0	0	0			182,486
ALA	ACTC	State Highway	I-580 HOT Corridor Project	Expansion	ALA090004	0	16,980	0	0	0			36,550
ALA	ACTC	State Highway	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	0	0	0	0	0			1,000
ALA	ACTC	State Highway	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	12,000	3,000	26,000	0	0			41,000
ALA	ACTC	State Highway	I-680 Sunol Grade - Alameda SB HOV Final Phase	Expansion	ALA991084	0	200	0	0	0			203,256
ALA	ACTC	State Highway	I-680 SMART Carpool Lane	Operations	ALA050029	0	0	0	0	0			25,619
ALA	ACTC	State Highway	I-880/Broadway-Jackson Interchange	Operations	ALA070009	0	500	0	0	17,399			26,000
ALA	ACTC	State Highway	Truck Parking Facilities in North County (Phase I)	Operations	ALA090018	1,000	0	1,000	0	0			2,000
ALA	Alameda	Bicycle / Pedestrian	City of Alameda - Park St Streetscape	Enhancement	ALA070022	827	0	0	0	0			2,495

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
ALA	Alameda	Local Road	Tinker Avenue Reconfiguration	Expansion	ALA990054	0	0	0	0	0	18,661
ALA	Alameda County	Bicycle / Pedestrian	Cherryland/Ashland/Castro Valley Sidewalk Imps.	Maint / Rehab	ALA050035	1,614	510	0	0	0	5,776
ALA	Alameda County	Bicycle / Pedestrian	Hampton Rd Streetscape Improvements	Maint / Rehab	ALA070040	0	0	0	0	0	5,550
ALA	Alameda County	Local Road	Crow Canyon Safety Improvements	Enhancement	ALA010003	450	0	1,550	0	0	2,500
ALA	Alameda County	Local Road	E. 14th St/Mission Blvd Streetscape Improvements	Enhancement	ALA991077	0	0	2,000	0	0	5,569
ALA	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	582	2,000	0	0	0	36,152
ALA	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Maint / Rehab	ALA090022	0	0	1,300	0	0	4,000
ALA	Alameda County	Local Road	Fruitvale Avenue Roadway Bridge Seismic Retrofit	Maint / Rehab	ALA090023	0	1,000	500	500	0	2,000
ALA	Alameda County	Local Road	Alameda County: Rural Roads Pavement Rehab	Maint / Rehab	ALA090069	0	0	0	0	0	2,412
ALA	Alameda County	Local Road	Alameda Co. - Central Unincorporated Pavement Rehab	Maint / Rehab	ALA110026	0	0	0	0	0	1,279
ALA	Alameda County	State Highway	East-West Connector in Fremont & Union City	Expansion	ALA978004	0	0	14,300	0	0	103,171
ALA	Albany	Bicycle / Pedestrian	Albany - Buchanan Bicycle and Pedestrian Path	Expansion	ALA110030	179	0	0	0	0	2,690
ALA	BART	Bicycle / Pedestrian	BART Station Electronic Bike Lockers, Ph. 2	Enhancement	ALA070051	0	0	0	0	0	543
ALA	BART	Bicycle / Pedestrian	Downtown Berkeley BART Plaza/Transit Area Imps.	Enhancement	ALA110032	0	0	0	0	0	2,257
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	70,572	87,435	37,892	64,875	69,000	890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	75,000	0	0	0	0	80,000
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	0	0	0	0	0	484,300
ALA	BART	Transit	BART: Fare Collection Equipment	Maint / Rehab	ALA090065	0	0	0	0	0	3,175
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint / Rehab	ALA090068	0	0	0	0	0	3,613

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
ALA	BART	Transit	Enterprise Asset Management	Maint / Rehab	ALA110090	0	0	0	0	0	2,500
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bike/Ped Overcrossing Site Access Imps	Enhancement	ALA090039	0	0	0	0	0	929
ALA	Berkeley	Bicycle / Pedestrian	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	0	0	0	0	0	2,581
ALA	Berkeley	Local Road	Berkeley - Sacramento St Rehab - Dwight to Ashby	Maint / Rehab	ALA110022	0	0	0	0	0	1,520
ALA	Berkeley	Local Road	City of Berkeley Transportation Action Plan - TDM	Operations	ALA110007	0	0	0	0	0	2,260
ALA	Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	1,000	4,567	0	0	0	6,959
ALA	Caltrans	Bicycle / Pedestrian	Bay Trail (Union City Segment)	Expansion	ALA990091	715	0	0	0	0	1,162
ALA	Caltrans	Local Road	I-880 Fifth Avenue Bridge Retrofit/Replacement	Maint / Rehab	ALA070003	0	0	0	0	0	185,703
ALA	Caltrans	Local Road	Berkeley Parking Pricing and Real-time Guidance	Operations	ALA090076	0	0	0	0	0	2,250
ALA	Caltrans	State Highway	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	0	375	16,000	0	0	52,922
ALA	Caltrans	State Highway	I-580 Oakland Horton/Hollis St. Widening	Expansion	ALA070005	0	0	0	0	0	2,252
ALA	Caltrans	State Highway	I-880 SB Auxiliary Lane at Oak Street	Expansion	ALA070006	0	0	0	0	0	3,325
ALA	Caltrans	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	Expansion	ALA070042	1,395	0	0	0	0	112,114
ALA	Caltrans	State Highway	Eastbound Truck Climbing Lane	Expansion	ALA090028	0	0	0	0	0	77,400
ALA	Caltrans	State Highway	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	0	0	0	0	0	131,304
ALA	Caltrans	State Highway	I-238 Widening	Expansion	ALA990013	0	0	0	0	0	109,235
ALA	Caltrans	State Highway	I-880/SR92 Interchange Reconstruction	Expansion	B-H970002	0	0	0	0	0	135,847
ALA	Caltrans	State Highway	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Expansion	SCL991077	0	0	0	0	0	8,308
ALA	Caltrans	State Highway	I-880 High Street Bridge Retrofit/Replacement	Maint / Rehab	ALA070007	0	0	0	0	0	152,730

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
ALA	Caltrans	State Highway	I-238 Widening Replacement Planting	Maint / Rehab	ALA070060	0	0	0	0	0	4,059
ALA	Caltrans	State Highway	San Francisco-Oakland Bay Bridge	Maint / Rehab	ALA977038	0	0	0	0	0	5,665,800
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Operations	ALA110086	0	0	0	0	0	300
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Expansion	ALA070016	0	0	0	0	0	5,260
ALA	Dublin	Bicycle / Pedestrian	West Dublin BART Golden Gate Drive Streetscape	Enhancement	ALA110034	0	0	0	0	0	1,132
ALA	Dublin	Bicycle / Pedestrian	Alamo Canal Regional Trail, I-580 Undercrossing	Expansion	ALA090066	0	0	0	0	0	2,651
ALA	Dublin	Local Road	Dublin Citywide Street Resurfacing	Maint / Rehab	ALA110024	0	0	0	0	0	672
ALA	EB Reg Park Dis	Bicycle / Pedestrian	East Bay Green Transportation Initiative	Expansion	ALA110011	0	0	0	0	0	17,810
ALA	Emeryville	State Highway	I-80 Eastbound Off-ramp Widening at Powell Street	Expansion	ALA090014	50	0	1,475	0	0	1,800
ALA	Emeryville	Transit	Emeryville Intermodal Transfer Station: Phase 1	Expansion	ALA070015	0	0	0	0	0	4,200
ALA	Fremont	Bicycle / Pedestrian	Fremont CBD/Midtown Streetscape	Enhancement	ALA110012	0	0	0	0	0	2,100
ALA	Hayward	Bicycle / Pedestrian	South Hayward BART Area/Dixon Street Streetscape	Enhancement	ALA110035	0	0	0	0	0	2,315
ALA	Hayward	Local Road	Route 238 Corridor Improvement	Expansion	ALA977007	0	0	0	0	0	94,500
ALA	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvements	Expansion	ALA090016	0	0	0	2,000	44,300	57,100
ALA	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	0	19,500	0	0	0	19,500
ALA	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	0	4,900	32,092	0	0	36,992
ALA	LAVTA	Transit	LAVTA Rideco Bus Restoration	Enhancement	ALA110005	0	0	0	0	0	200
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	0	0	0	0	0	13,774
ALA	LAVTA	Transit	Satellite Bus Operating Facility Expan. Ph. 1 & 2	Expansion	ALA99SA09	0	0	0	0	0	12,319

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
ALA	LAVTA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint / Rehab	ALA030030	0	0	0	0	0	9,697
ALA	LAVTA	LAVTA	Transit	Bus Replacement (12) 30' Alt Fuel Vehicles	Maint / Rehab	ALA070061	0	0	0	0	0	7,287
ALA	LAVTA	LAVTA	Transit	LAVTA - East Bay Radio Communication System Hookup	Maint / Rehab	ALA110095	0	0	0	0	0	640
ALA	LAVTA	LAVTA	Transit	LAVTA: Operating Assistance	Operations	ALA030029	0	0	0	0	0	1,254
ALA	LAVTA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	0	0	0	0	0	160
ALA	LAVTA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	0	0	0	0	0	4,517
ALA	Livermore	Livermore	Bicycle / Pedestrian	Livermore Village Plaza & Infrastructure	Enhancement	ALA110037	0	0	0	0	0	3,300
ALA	Livermore	Livermore	Bicycle / Pedestrian	Iron Horse Trail Extension in Downtown Livermore	Expansion	ALA110013	411	0	0	0	0	2,266
ALA	Livermore	Livermore	Local Road	North Canyons Parkway Widening	Expansion	ALA050012	0	500	0	0	10,609	11,109
ALA	Livermore	Livermore	State Highway	I-580/Vasco Road Interchange Modification	Expansion	ALA010013	5,025	0	2,475	0	0	15,124
ALA	MTC	MTC	Bicycle / Pedestrian	SFOBB Gateway Park	Enhancement	ALA130001	3,000	15,000	0	0	119,172	137,172
ALA	MTC	MTC	Local Road	Regional Planning Activities and PPM - Alameda	Operations	ALA090030	5,897	750	0	0	886	16,588
ALA	Newark	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	Enhancement	ALA010052	0	0	0	0	0	4,346
ALA	Newark	Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Maint / Rehab	ALA110016	0	0	0	0	0	800
ALA	Oakland	Oakland	Bicycle / Pedestrian	Oakland Foothill Blvd Streetscape	Enhancement	ALA110029	0	0	0	0	0	3,370
ALA	Oakland	Oakland	Bicycle / Pedestrian	Oakland Coliseum TOD	Expansion	ALA070012	0	0	0	0	0	1,103
ALA	Oakland	Oakland	Bicycle / Pedestrian	Oakland Waterfront Bay Trail	Expansion	ALA070039	400	200	500	0	52,000	59,799
ALA	Oakland	Oakland	Bicycle / Pedestrian	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130002	200	0	0	1,800	0	2,000
ALA	Oakland	Oakland	Bicycle / Pedestrian	Oakland 19th Street Uptown Bike Station	Expansion	ALA130006	75	531	0	0	0	606

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County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
ALA	Oakland	Local Road	Lake Merritt Improvement Project	Enhancement	ALA110072	828	0	0	0	0	828
ALA	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	0	0	9,736	0	0	17,526
ALA	Oakland	Local Road	Various Streets Resurfacing and Bikeway Facilities	Maint / Rehab	ALA110006	0	0	0	0	0	4,823
ALA	Oakland	Local Road	Oakland Army Base Infrastructure Master Plan	Operations	ALA110046	0	0	0	0	0	5,770
ALA	Pleasanton	Bicycle / Pedestrian	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031	1,004	0	0	0	0	1,004
ALA	Pleasanton	Local Road	I-580 / Foothill Road Interchange improvements	Maint / Rehab	ALA090013	3,800	0	0	0	0	3,800
ALA	Pleasanton	State Highway	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009	2,000	0	0	0	0	2,000
ALA	Pleasanton	State Highway	I-680/Bernal Avenue interchange improvements	Maint / Rehab	ALA090010	1,500	0	12,500	0	0	14,000
ALA	Port of Oakland	Local Road	LNG Infrastructure Implementation	Operations	MTC050019	0	0	0	0	0	3,027
ALA	Port of Oakland	Regional	Shore Power Initiative	Enhancement	ALA110010	0	0	0	0	0	13,243
ALA	Port of Oakland	Transit	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	0	0	0	0	0	984
ALA	Port of Oakland	Transit	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	235,312	0	0	0	0	274,296
ALA	Port of Oakland	Transit	7th Street Grade Separation and Roadway Improvemen	Operations	ALA090027	0	0	0	0	0	220,504
ALA	San Leandro	Bicycle / Pedestrian	San Leandro Downtown-BART Pedestrian Interface	Enhancement	ALA110027	0	0	0	0	0	6,214
ALA	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	0	466	0	0	0	3,400
ALA	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossing Rep	Enhancement	ALA090012	0	24,400	0	0	0	25,900
ALA	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	0	0	5,039	0	0	5,589
ALA	SJRC	Transit	ACE Track Improvements.	Maint / Rehab	ALA010056	0	0	0	0	0	15,162
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint / Rehab	ALA050043	0	0	0	0	0	4,579

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						Programmed Funding by Fiscal Year						
County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total	
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint / Rehab	ALA090060	0	0	0	0	0	954	
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	Operations	ALA050067	0	0	0	0	0	506	
ALA	SJRC	Transit	ACE Preventative Maintenance	Operations	ALA110099	0	0	0	0	0	1,301	
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint / Rehab	ALA090031	0	0	0	0	0	22	
ALA	Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint / Rehab	ALA090061	0	0	0	0	0	2,074	
ALA	Union C Transit	Transit	Radio Replacement Project	Maint / Rehab	ALA110089	0	0	0	0	0	60	
ALA	Union City	Bicycle / Pedestrian	Union City Blvd Corridor Bicycle Imp, Phase 1	Enhancement	ALA110028	0	0	0	0	0	1,860	
ALA	Union City	Bicycle / Pedestrian	Union City BART East Plaza Enhancements	Expansion	ALA110036	0	0	0	0	0	9,520	
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	0	1,000	14,000	0	0	22,910	
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	0	0	0	0	0	61,276	
ALA	Union City	Transit	Union City: Replacement of One Transit Bus	Maint / Rehab	ALA050062	0	0	0	0	0	317	
ALA	Union City	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint / Rehab	ALA070062	0	0	0	0	0	889	
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	35,050	0	0	0	0	38,175	
TOTAL FOR ALAMEDA COUNTY						645,217	304,819	225,389	69,175	334,909	11,602,965	

Report sorted by: County, Sponsor, System, Metropolitan Transportation Commission
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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
CONTRA COSTA COUNTY												
CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001		0	1,000	0	0	0	18,800
CC	Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002		0	0	0	0	0	15,220
CC	Antioch	Local Road	Somersville Road Widening	Expansion	CC-070004		0	0	0	1,000	9,000	10,700
CC	Antioch	Local Road	Hillcrest Ave Extension	Expansion	CC-070005		0	0	0	300	2,000	2,350
CC	Antioch	Local Road	Sand Creek Road Extension	Expansion	CC-070006		0	0	0	300	2,000	2,350
CC	Antioch	Local Road	Empire Road Widening	Expansion	CC-070007		0	0	0	200	1,000	1,500
CC	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008		600	0	50	0	5,000	5,950
CC	Antioch	Local Road	Slatten Ranch Road	Expansion	CC-070009		300	0	1,000	0	0	1,350
CC	Antioch	Local Road	Wild Horse Road Extension	Expansion	CC-070010		200	2,000	0	0	0	2,200
CC	Antioch	Local Road	Fitzuren Road Widening & Realignment	Expansion	CC-090011		1,000	0	9,000	0	0	10,000
CC	Antioch	Local Road	Antioch Various Streets Pavement Rehab	Maint / Rehab	CC-110011		0	0	0	0	0	2,414
CC	Antioch	State Highway	Construct new interchange at Route 4/Phillips Lane	Enhancement	CC-090013		1,500	40,500	0	0	0	42,000
CC	BART	Bicycle / Pedestrian	Richmond Transit Village Transit & Ped Improv.	Enhancement	CC-010021		0	0	0	0	0	1,150
CC	BART	Bicycle / Pedestrian	BART Community Information Wayfinding	Enhancement	CC-090063		0	0	0	0	0	1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	Enhancement	CC-110082		0	0	0	0	9,150	9,150
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003		0	0	0	0	0	29,547
CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025		8,000	41,000	0	13,000	105,000	459,911
CC	Brentwood	Bicycle / Pedestrian	Brentwood school area improvements	Expansion	CC-110052		0	0	0	0	0	493

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
CC	Brentwood		Local Road	John Muir Parkway Extension: Ph. II	Enhancement	CC-070078	4,578	0	0	0	0	6,996
CC	Brentwood		Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Expansion	CC-070011	200	1,355	0	0	5,128	6,683
CC	Brentwood		Local Road	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	0	153	550	600	3,350	4,653
CC	Brentwood		Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	0	0	0	0	18,753	18,753
CC	Brentwood		Local Road	Lone Tree Way Widening	Expansion	CC-070014	150	0	1,555	0	13,810	15,515
CC	Brentwood		Local Road	Central Blvd Widening (Phase II)	Expansion	CC-070015	100	500	500	0	3,685	4,785
CC	Brentwood		Local Road	John Muir Parkway Extension (Phase I)	Expansion	CC-070077	4,169	0	0	0	0	5,389
CC	Brentwood		Local Road	Brentwood Boulevard North (Phases II & III)	Expansion	CC-090021	0	2,080	12,400	0	0	17,175
CC	Brentwood		Local Road	Brentwood 2012 Pavement Management Program	Maint / Rehab	CC-110009	0	0	0	0	0	1,342
CC	Caltrans		State Highway	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	400	4,800	0	0	0	420,346
CC	Caltrans		State Highway	I-680 South Contra Costa Roadway Rehabilitation	Maint / Rehab	CC-070017	0	0	0	0	0	68,884
CC	Caltrans		Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	0	0	0	0	0	28,071
CC	Caltrans		Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint / Rehab	CC-110081	0	20,500	0	0	0	20,500
CC	Caltrans		Transit	Richmond Rail Connector	Operations	CC-090032	21,370	0	0	0	0	24,320
CC	CC County		Bicycle / Pedestrian	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	0	0	0	0	0	3,136
CC	CC County		Local Road	Contra Costa County Vasco Road Safety Improvements	Enhancement	CC-050030	0	1,596	0	0	15,000	32,525
CC	CC County		Local Road	Pacheco Blvd Widening and Realignment	Expansion	CC-070018	0	50	3,070	0	9,980	15,150
CC	CC County		Local Road	Kirker Pass Road Truck Climbing Lanes	Expansion	CC-070075	2,000	0	0	0	13,000	20,000
CC	CC County		Local Road	Byron Hwy Extension	Expansion	CC-070079	1,000	0	0	0	6,000	8,200

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CC	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081	0	0	450	1,740	0	2,580
CC	CC County	Local Road	Montalvin Manor Ped & Transit Access Improvements	Expansion	CC-070087	0	0	0	0	0	1,846
CC	CC County	Local Road	N. Richmond Truck Route	Expansion	CC-090003	0	0	0	0	24,600	27,400
CC	CC County	Local Road	Camino Tassajara Safety Improvement Windemere Pkwy	Expansion	CC-090022	0	6,400	0	0	0	9,000
CC	CC County	Local Road	Widen Dougherty Road to 6 lanes from Red Willow	Expansion	CC-090024	3,600	0	0	0	44,155	47,755
CC	CC County	Local Road	Contra Costa Countywide Micro Surface Treatment	Maint / Rehab	CC-110014	0	0	0	0	0	2,533
CC	CC County	Local Road	Kirker Pass Road Overlay	Maint / Rehab	CC-110044	0	0	0	0	0	2,411
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	1,400	0	0	0	0	1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030034	0	0	0	0	0	19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint / Rehab	CC-110061	0	0	0	0	0	7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint / Rehab	CC-110062	0	0	0	0	0	465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint / Rehab	CC-110063	0	0	0	0	0	217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint / Rehab	CC-110064	0	0	0	0	0	600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint / Rehab	CC-110065	0	0	0	0	0	375
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	0	0	0	0	0	10,216
CC	CCTA	State Highway	I-680 / SR 4 IJC Reconstruction - Phases 1-5	Expansion	CC-010023	8,091	236	1,310	0	284,809	297,546
CC	CCTA	State Highway	I-680 Auxiliary Lanes	Expansion	CC-030005	30,217	0	0	0	0	34,001
CC	CCTA	State Highway	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	19,450	0	0	0	0	464,451
CC	CCTA	State Highway	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	0	12,500	0	5,557	60,443	80,000

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CC	CCTA	State Highway	I-680 NB HOV Lane Extension	Expansion	CC-070022		0	0	2,000	4,000	38,000	44,000
CC	CCTA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049		0	0	0	0	0	16,600
CC	CCTA	State Highway	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054		0	45,000	0	0	0	50,100
CC	CCTA	State Highway	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057		0	0	0	0	0	24,800
CC	CCTA	State Highway	SR 239 - New State Highway	Expansion	CC-110066		10,373	0	0	5,871	0	16,244
CC	Concord	Bicycle / Pedestrian	Monument Corridor Pedestrian and Bikeway Network I	Enhancement	CC-090067		1,082	0	0	0	0	1,270
CC	Concord	Bicycle / Pedestrian	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019		0	0	0	0	0	872
CC	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026		6,114	0	0	0	0	7,748
CC	Concord	Local Road	Waterworld Parkway Bridge	Expansion	CC-070027		800	200	5,748	0	0	7,748
CC	Concord	Local Road	Panoramic Drive Extension	Expansion	CC-070028		0	1,000	1,200	0	8,297	10,497
CC	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026		0	1,800	0	0	6,372	8,172
CC	Concord	Local Road	Concord Blvd Pavement Rehabilitation	Maint / Rehab	CC-110010		0	0	0	0	0	2,687
CC	Concord	Local Road	Improve Clayton Road/Treat Boulevard Intersection	Operations	CC-090023		2,100	0	0	0	0	2,760
CC	Concord	State Highway	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024		2,000	0	0	0	29,000	31,000
CC	Concord	State Highway	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025		1,000	0	0	0	32,000	33,000
CC	Danville	Bicycle / Pedestrian	San Ramon Valley Street Smarts SR2S Program	Operations	CC-110050		0	0	0	0	0	413
CC	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imp.	Maint / Rehab	CC-050075		1,433	0	0	0	0	6,130
CC	Danville	Local Road	Diablo Rd Improve, Green Valley to Avenida Neuva	Maint / Rehab	CC-090001		0	0	0	0	3,500	4,160
CC	Danville	Transit	San Ramon Valley Bus Program	Expansion	CC-090004		2,000	2,000	0	0	0	8,000

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CC	EB Reg Park Dis	Bicycle / Pedestrian	Atlas Road Bridge	Expansion	CC-070063	0	0	0	0	0	2,152
CC	EB Reg Park Dis	Bicycle / Pedestrian	Bike/Ped Trail Improvements in CC Parks	Maint / Rehab	CC-070033	35	0	0	0	0	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	0	0	0	0	0	1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	10	0	0	0	0	817
CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint / Rehab	CC-030037	0	0	0	0	0	3,036
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint / Rehab	CC-070092	0	0	0	0	0	24,902
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	0	0	0	0	0	5,027
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	Operations	CC-090039	0	0	0	0	0	211
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	0	0	0	0	0	348
CC	El Cerrito	Bicycle / Pedestrian	Del Norte Area TOD	Enhancement	CC-070046	0	350	650	500	5,875	7,375
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Central Ave & Liberty St Streetscape	Enhancement	CC-110005	0	0	0	0	0	1,026
CC	El Cerrito	Bicycle / Pedestrian	El Cerrito Moeser Ln and Ashbury Ped and Bike Lane	Expansion	CC-090066	0	0	0	0	0	1,007
CC	El Cerrito	Local Road	San Pablo Avenue Streetscape	Enhancement	CC-070074	0	0	0	0	0	4,516
CC	Hercules	Bicycle / Pedestrian	Hercules New Town Center Complete Street	Enhancement	CC-110015	200	0	0	5	5,830	6,035
CC	Hercules	Bicycle / Pedestrian	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	0	0	0	0	0	3,027
CC	Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Enhancement	CC-070086	0	0	0	0	0	3,512
CC	Hercules	Local Road	Central Hercules Arterial Improvements	Maint / Rehab	CC-090008	0	1,336	0	0	0	2,736
CC	Hercules	Local Road	Hercules - San Pablo Ave. Pavement Rehabilitation	Maint / Rehab	CC-090055	0	0	0	0	0	711
CC	Hercules	State Highway	SR4/Willow Avenue Ramps	Enhancement	CC-070051	800	1,666	0	0	18,550	21,016

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County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
CC	Hercules	Transit	Hercules Intercity Rail Station	Expansion	CC-030002	0	0	0	0	0	30,997
CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	1,000	0	0	0	12,200	13,400
CC	Hercules	Transit	Develop Concept for W-BART	Operations	CC-070052	2,000	0	0	0	500	2,500
CC	Lafayette	Bicycle / Pedestrian	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Enhancement	CC-090064	0	0	0	0	0	1,409
CC	Lafayette	Bicycle / Pedestrian	Lafayette Downtown Bike/Ped Imp & Streetscape	Enhancement	CC-110006	0	0	0	0	0	2,301
CC	Martinez	Bicycle / Pedestrian	Martinez - Marina Vista Streetscape	Expansion	CC-070085	0	0	0	0	0	3,259
CC	Martinez	Local Road	Court Street Overcrossing, Phase 1	Enhancement	CC-090005	970	970	0	0	7,275	9,700
CC	Martinez	State Highway	I-680/Marina Vista I/C Improvements	Expansion	CC-070038	0	1,000	1,000	500	5,396	7,896
CC	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	0	0	1,600	0	0	12,000
CC	Moraga	Bicycle / Pedestrian	Moraga Way Streetscape Improvements	Enhancement	CC-110055	0	0	0	0	0	640
CC	MTC	Local Road	Regional Planning Activities and PPM - CC County	Operations	CC-090035	3,860	430	431	222	609	10,894
CC	Oakley	Local Road	Widen Main Street to 6 lanes from State Route 160	Expansion	CC-090015	630	0	0	1,000	11,000	12,630
CC	Oakley	State Highway	SR4 Realignment in Oakley	Expansion	CC-070065	2,246	0	0	0	8,252	10,498
CC	Orinda	Bicycle / Pedestrian	Moraga Way Pedestrian Pathway	Expansion	CC-110048	0	0	0	0	0	258
CC	Pinole	Local Road	Widen Pinole Valley Road ramps at I-80	Expansion	CC-090017	50	100	637	0	0	787
CC	Pittsburg	Bicycle / Pedestrian	Bailey Road Transit Access Improvement	Enhancement	CC-070084	0	0	0	0	0	2,198
CC	Pittsburg	Bicycle / Pedestrian	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Expansion	CC-110017	0	0	0	0	0	1,151
CC	Oakland	Local Road	California Avenue Widening	Expansion	CC-070041	300	600	0	0	14,800	15,700
CC	Pittsburg	Local Road	West Leland Extension, Phase II	Expansion	CC-070043	600	1,200	0	0	9,800	11,600

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CC	Pittsburg	Local Road	Pittsburg-Antioch Highway Widening	Expansion	CC-070044	800	3,000	0	0	0	5,100
CC	Pittsburg	Local Road	James Donlon Extension (Buchanan Rd Bypass)	Expansion	CC-070045	1,500	500	28,600	0	0	33,500
CC	Pittsburg	Local Road	Pittsburg Railroad Avenue Pavement Rehab	Maint / Rehab	CC-110012	0	0	0	0	0	1,230
CC	Pleasant Hill	Bicycle / Pedestrian	Lisa Lane Sidewalk Project	Enhancement	CC-110051	0	0	0	0	0	721
CC	Pleasant Hill	Bicycle / Pedestrian	Central-East County SR2S Program	Expansion	CC-110049	0	0	0	0	0	819
CC	Pleasant Hill	Local Road	Buskirk Avenue Widening	Enhancement	CC-090002	6,600	0	0	0	0	11,000
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Ave Bike/Ped Imp & Streetscape	Enhancement	CC-110007	0	0	0	0	0	2,422
CC	Richmond	Bicycle / Pedestrian	Richmond Nevin Avenue Streetscape	Enhancement	CC-110016	0	0	0	0	0	5,015
CC	Richmond	Bicycle / Pedestrian	Richmond Barrett Avenue Bicycle Lanes	Enhancement	CC-110018	0	0	0	0	0	764
CC	Richmond	Bicycle / Pedestrian	SR2S - Nystrom, Coronado, Highland, Wilson & Wash.	Operations	CC-110031	0	0	0	0	0	976
CC	Richmond	Local Road	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	0	1,600	0	0	0	2,500
CC	Richmond	Local Road	Marina Bay Parkway Grade Separation	Expansion	CC-090018	29,867	0	0	0	0	36,925
CC	Richmond	Local Road	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Maint / Rehab	CC-030011	0	0	0	0	0	1,196
CC	Richmond	State Highway	I-80/Central Ave Interchange Modification	Expansion	CC-050076	2,044	0	0	0	17,100	21,019
CC	Richmond	Transit	East Side Improvements Richmond Intermodal Station	Enhancement	CC-090025	14,950	0	0	0	0	16,087
CC	San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway Phases II	Maint / Rehab	CC-110001	315	5	1,600	0	0	1,920
CC	San Pablo	State Highway	I-80/San Pablo Dam Rd I/C Modifications	Expansion	CC-070035	0	17,700	28,000	0	7,100	62,200
CC	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	0	1,000	0	0	20,900	21,900
CC	San Ramon	Local Road	Widen and extend Bollinger Canyon Road to 6 lanes	Expansion	CC-090020	670	0	1,000	0	3,000	4,670

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CC	San Ramon	State Highway	I-680 HOV Direct Ramps	Expansion	CC-070036	2,000	0	3,500	0	96,100	101,600
CC	St. Rte. 4 BA	Bicycle / Pedestrian	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	0	600	0	1,000	5,000	6,600
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	300	10,000	0	0	0	12,400
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Balfour Interchange	Expansion	CC-070053	2,000	0	0	0	43,057	45,057
CC	St. Rte. 4 BA	State Highway	SR4 Bypass: Laurel Rd to Sand Creek Ph II	Expansion	CC-070076	0	0	1,000	0	20,000	21,000
CC	Walnut Creek	Bicycle / Pedestrian	Ygnacio Valley Road Ped/Bike Trail Phase 2	Maint / Rehab	CC-110054	629	0	0	0	0	743
CC	Walnut Creek	Local Road	Geary Rd Widening Ph. 3	Expansion	CC-070050	850	100	7,000	0	0	7,950
CC	Walnut Creek	Local Road	Walnut Creek Various Arterials & Collectors Rehab	Maint / Rehab	CC-110013	0	0	0	0	0	2,103
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint / Rehab	CC-030025	0	0	0	0	0	2,045
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	Maint / Rehab	CC-050074	0	0	0	0	0	1,614
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint / Rehab	CC-110057	0	0	0	0	0	2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint / Rehab	CC-110058	0	0	0	0	0	40
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	0	0	0	0	0	1,186
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	6,875	14,300	0	0	0	24,613
CC	WETA	Transit	Hercules Ferry Service	Expansion	CC-070064	0	0	0	0	0	1,000
CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	0	0	0	0	0	813
CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	0	0	0	0	0	813
TOTAL FOR CONTRA COSTA COUNTY						217,327	241,127	113,851	35,795	1,065,376	3,327,085

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MARIN COUNTY												
MRN	Caltrans	State Highway	US 101 - Golden Gate Botanical Area Revegetation		Enhancement	MRN050012	0	0	0	0	0	595
MRN	Caltrans	State Highway	US-101 Mission Bell Installation		Enhancement	MRN110003	0	0	0	0	0	241
MRN	Caltrans	State Highway	I-580 WB to US 101 NB Aux Lanes		Expansion	MRN070007	0	0	0	0	0	20,000
MRN	Fairfax	Bicycle / Pedestrian	Fairfax - Non-motorized Transp. Pilot Program		Enhancement	MRN070014	0	0	0	0	0	305
MRN	FHWA	Local Road	Stinson Beach Access Road		Maint / Rehab	MRN050020	0	0	0	0	0	2,803
MRN	GGBHTD	Bicycle / Pedestrian	Golden Gate Transit Station Bicycle Improvements		Enhancement	MRN090012	123	0	0	0	0	163
MRN	GGBHTD	Local Road	Golden Gate Bridge - Suicide Deterrent System		Enhancement	MRN050019	0	0	45,000	0	0	52,000
MRN	GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Phase 3B		Maint / Rehab	MRN050018	0	59,061	20,000	19,061	0	137,570
MRN	GGBHTD	State Highway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A		Maint / Rehab	MRN970016	0	0	0	0	0	274,357
MRN	GGBHTD	Transit	San Rafael Transit Center Improvements		Enhancement	MRN070008	100	0	0	0	0	365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements		Enhancement	MRN070018	0	0	0	0	0	1,681
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage		Expansion	MRN130001	0	0	0	0	500	500
MRN	GGBHTD	Transit	ACIS Radio Communications System		Maint / Rehab	MRN010035	1,537	0	0	0	0	19,774
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors		Maint / Rehab	MRN030010	1,250	0	0	0	0	34,546
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation		Maint / Rehab	MRN030011	500	0	0	0	0	14,511
MRN	GGBHTD	Transit	4 Replacement Express Buses		Maint / Rehab	MRN050015	0	1,600	0	0	0	1,600
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation		Maint / Rehab	MRN050025	0	200	0	0	0	11,782
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1998 40' Transit Buses		Maint / Rehab	MRN090024	14,724	0	0	0	0	14,724

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MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint / Rehab	MRN090025	1,825	0	0	0	0	13,800
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint / Rehab	MRN090034	19,081	0	0	0	0	19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint / Rehab	MRN090035	557	0	0	0	0	557
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint / Rehab	MRN090036	0	0	0	0	0	1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Maint / Rehab	MRN110027	1,310	0	0	0	0	1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint / Rehab	MRN110028	245	0	0	0	0	245
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint / Rehab	MRN990017	2,500	0	0	0	0	23,394
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	1,403	0	0	0	0	1,403
MRN	Larkspur	Bicycle / Pedestrian	Citywide Landscaping and Heatherwood Pathway	Enhancement	MRN090051	0	0	0	0	0	220
MRN	Larkspur	Bicycle / Pedestrian	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	0	0	0	0	0	1,442
MRN	Marin County	Bicycle / Pedestrian	Sir Francis Drake Boulevard Westbound Bike Lane	Enhancement	MRN090050	0	329	0	0	0	461
MRN	Marin County	Bicycle / Pedestrian	Mainwood, Greenbrae, Strawberry & Marin City Imps	Enhancement	MRN110007	0	0	0	0	0	1,215
MRN	Marin County	Bicycle / Pedestrian	Venetia Valley School SR2S Improvements	Enhancement	MRN110016	0	0	0	0	0	433
MRN	Mann County	Bicycle / Pedestrian	Non-motorized Transp. Pilot Program - Marin County	Expansion	MRN050033	0	0	0	0	0	11,199
MRN	Marin County	Bicycle / Pedestrian	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	0	0	0	0	0	4,438
MRN	Mann County	Bicycle / Pedestrian	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	0	0	0	0	0	537
MRN	Mann County	Local Road	Mann Parklands Visitor Access, Phase 2	Enhancement	MRN070019	0	0	0	0	3,410	4,446
MRN	Mann County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	Enhancement	MRN110033	45	0	0	362	0	407
MRN	Mann County	Local Road	Marin County: Southern Marin Roads Rehab	Maint / Rehab	MRN090053	0	0	0	0	0	1,354

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MRN	Marin County	Local Road	Novato Boulevard Resurfacing	Maint / Rehab	MRN110015	0	0	0	0	0	1,228
MRN	Marin County	State Highway	Tennessee Valley Bridge	Maint / Rehab	MRN010006	0	0	0	0	0	911
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	Expansion	MRN070001	1,923	0	0	0	0	2,423
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint / Rehab	MRN110004	750	0	0	0	0	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint / Rehab	MRN110030	0	0	0	0	0	1,530
MRN	Mill Valley	Bicycle / Pedestrian	Mill Valley - Non-motorized Transp. Pilot Program	Enhancement	MRN070020	0	0	0	0	0	1,093
MRN	Mill Valley	Bicycle / Pedestrian	Sycamore Avenue Improvements	Enhancement	MRN090052	0	0	0	0	0	411
MRN	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint / Rehab	MRN070002	0	5,250	0	0	0	7,150
MRN	Mill Valley	Local Road	Mill Valley - Edgewood Avenue Resurfacing	Maint / Rehab	MRN110009	0	0	0	0	0	326
MRN	MTC	Local Road	Regional Planning Activities and PPM - Marin	Operations	MRN090020	3,259	200	0	0	166	6,658
MRN	Novato	Bicycle / Pedestrian	Novato - Non-motorized Transp. Pilot Program	Expansion	MRN070011	0	0	0	0	0	1,950
MRN	Novato	Local Road	Novato Boulevard Improvements, Diablo to Grant	Expansion	MRN070006	0	0	0	7,911	0	8,974
MRN	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replacement(27C0079)	Expansion	MRN110032	1,060	0	1,250	0	3,507	5,817
MRN	San Rafael	Bicycle / Pedestrian	San Rafael - Non-motorized Transp. Pilot Program	Enhancement	MRN070009	0	0	0	0	0	2,671
MRN	San Rafael	Bicycle / Pedestrian	San Rafael: Sidewalk along East Francisco Blvd	Enhancement	MRN110029	0	0	0	0	0	1,500
MRN	San Rafael	Local Road	San Rafael Citywide Street Resurfacing	Maint / Rehab	MRN110008	0	0	0	0	0	1,332
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Non-motorized Transp. Pilot Program	Enhancement	MRN070012	0	0	0	0	0	690
MRN	Sausalito	Bicycle / Pedestrian	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Enhancement	MRN110010	0	185	0	0	0	285
MRN	TAM	Bicycle / Pedestrian	Central Marin Ferry Access Improvements	Expansion	MRN050014	0	0	0	0	0	11,770

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MRN	TAM	Bicycle / Pedestrian	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	0	0	0	0	0
MRN	TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	Enhancement	MRN070017	0	0	0	0	0
MRN	TAM	Local Road	Green Ways to School Through Social Networking	Operations	MRN110005	0	0	0	0	0
MRN	TAM	State Highway	Highway 101 Landscaping for Gap Closure Project	Enhancement	MRN110034	0	0	3,900	0	0
MRN	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impls.	Expansion	MRN050001	5,000	27,390	71,977	0	0
MRN	TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (Main)	Expansion	MRN050034	0	0	229,658	0	0
MRN	Various	Local Road	Marin County: Major Roads Rehabilitation	Maint / Rehab	MRN090008	0	0	0	0	22,000
TOTAL FOR MARIN COUNTY						57,192	94,215	371,785	27,334	29,583

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MULTIPLE COUNTIES												
REG	ACWA	Local Road	Green Star / Cool Schools Program	Operations	REG110016	0	0	0	0	0	980	
REG	Alameda County	Regional	Local Government EV Fleet Program	Expansion	REG110013	2,799	0	0	0	0	2,808	
REG	BAAQMD	Bicycle / Pedestrian	Regional Bicycle Sharing Pilot	Operations	REG110010	0	0	0	0	0	6,503	
REG	BAAQMD	Transit	Spare the Air Program	Operations	MTC990015	791	3,389	0	0	0	20,178	
REG	BART	Transit	BART Train Control Renovation	Maint / Rehab	BRT030004	0	0	0	0	0	157,477	
REG	BART	Transit	BART: Traction Power System Renovation	Maint / Rehab	BRT030005	0	0	0	0	0	129,575	
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	Maint / Rehab	BRT050003	0	0	0	0	0	265,378	
REG	BART	Transit	BART: Rail, Way and Structures Program	Maint / Rehab	BRT97100B	0	0	0	0	0	118,900	
REG	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint / Rehab	REG050020	0	0	0	0	444,577	609,450	
REG	BART	Transit	BART: Railcar Replacement Program	Maint / Rehab	REG090037	37,230	42,416	588,021	0	266,381	1,034,705	
REG	BART	Transit	ADA Paratransit Capital Accessibility Improve	Operations	BRT99T01B	0	0	0	0	0	26,601	
REG	Caltrain	Transit	Caltrain Positive Train Control System	Enhancement	REG110030	5,000	1,000	0	0	199,300	232,685	
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint / Rehab	REG090051	1,307	0	0	0	0	5,898	
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Maint / Rehab	REG090053	6,250	0	0	0	0	15,207	
REG	Caltrain	Transit	Caltrain Transit Asset Management System (CTAMS)	Maint / Rehab	REG110025	750	0	0	0	0	750	
REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Maint / Rehab	SM-03006B	24,620	0	0	0	0	96,212	
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Maint / Rehab	SM-050041	8,773	0	0	0	0	38,661	
REG	Caltrans	Local Road	GL: Safety Improvements - SRTS	Maint / Rehab	VAR130012	4,999	11,856	0	0	0	16,854	

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REG	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Maint / Rehab	VAR130045	88,738	52,442	8,644	35,516	140,805			326,146
REG	Caltrans	Local Road	GL: Railroad/Highway Crossings	Maint / Rehab	VAR991009	0	0	0	0	0			25,617
REG	Caltrans	Local Road	GL: Safety Imprv - High Risk Rural Roads (HR3)	Operations	VAR130006	4,929	7,866	0	0	0			12,796
REG	Caltrans	State Highway	Statewide Archaeological Reburial Database	Enhancement	REG110022	0	0	0	0	0			575
REG	Caltrans	State Highway	Geographical Study of Route 101 Corridor	Enhancement	REG110024	0	0	0	0	0			358
REG	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint / Rehab	MTC050008	0	0	0	0	0			59,406
REG	Caltrans	State Highway	GL: Pymt Resurf/Rehab State Hwy Sys - SHOPP Minor	Maint / Rehab	REG090072	0	0	0	0	0			15,496
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Program	Maint / Rehab	VAR130001	89,357	0	0	0	0			89,357
REG	Caltrans	State Highway	GL: Pavement Resurf/Rehab - SHOPP Roadway Presv.	Maint / Rehab	VAR130003	0	36,736	79,534	74,463	0			190,733
REG	Caltrans	State Highway	GL: Safety Imprv - SHOPP Collision Reduction	Maint / Rehab	VAR130004	87,839	13,139	104,165	4,067	0			209,210
REG	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Response	Maint / Rehab	VAR130005	59,989	121,562	0	0	0			181,551
REG	Caltrans	State Highway	GL: Pymt Resurf/Rehab SHS - Highway Maint.	Maint / Rehab	VAR130031	22,311	0	0	0	0			22,311
REG	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	Maint / Rehab	VAR130042	15,500	11,353	0	0	0			26,853
REG	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPP	Maint / Rehab	VAR130044	173,820	132,795	58,799	72,902	0			438,316
REG	Caltrans	State Highway	GL: Emergency Response (ER) - State	Maint / Rehab	VAR991004	0	0	0	0	0			202,250
REG	Caltrans	State Highway	Cultural Resources Legacy Data Database	Operations	REG110023	0	0	0	0	0			1,630
REG	Caltrans	State Highway	GL: Safety Imprv - Highway Safety Improvement Prog	Operations	VAR130007	18,767	16,023	0	0	0			34,790
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Operations	REG110027	5,188	0	0	0	0			8,588
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	VAR130041	15,368	0	0	0	0			15,368

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REG	GGBHTD	Transit	Bicycle / Pedestrian	Golden Gate Transit: SF Bus Lot Modifications	Maint / Rehab	REG090052	0	0	0	0	0	3,835
REG	MTC			Safe Routes to Transit	Enhancement	MTC050021	1,000	3,000	2,000	0	0	20,000
REG	MTC	Local Road		Regional Planning Activities and PPM - MTC	Operations	REG090038	3,570	569	589	609	632	10,236
REG	MTC	Local Road		Regional Streets and Roads Program	Operations	REG090039	8,133	0	0	0	0	14,912
REG	MTC	Local Road		Regional Arterial Operations & Signal Timing Prog	Operations	REG090046	5,650	0	0	0	0	10,400
REG	MTC	Local Road		Parking Pricing Regional Analysis	Operations	REG110029	0	0	0	0	0	700
REG	MTC	Regional		Regional Planning Activities - ABAG	Operations	REG090040	3,020	0	0	0	0	5,546
REG	MTC	Regional		Regional Planning Activities - BCDC	Operations	REG090041	1,515	0	0	0	0	2,524
REG	MTC	Regional		511 Traveler Information	Operations	REG090042	31,510	23,580	0	0	0	94,060
REG	MTC	Regional		Climate Initiatives Program Public Education	Operations	REG090065	0	0	0	0	0	10,643
REG	MTC	Regional		Climate Initiatives Evaluation and Administration	Operations	REG090066	0	0	0	0	0	4,000
REG	MTC	Regional		Electric Vehicle Funding Strategies	Operations	REG110011	0	0	0	0	0	2,333
REG	MTC	Regional		Climate Initiatives Program	Operations	REG130003	0	19,203	0	0	0	19,203
REG	MTC	State Highway		Regional Express Lane Network Ph1-2	Expansion	REG110031	0	0	0	0	81,000	86,000
REG	MTC	State Highway		Toll Bridge Rehabilitation Program	Maint / Rehab	REG130001	157,010	69,198	36,739	78,213	103,666	628,906
REG	MTC	State Highway		Toll Bridge Maintenance	Maint / Rehab	REG130002	12,000	12,000	12,000	12,000	0	48,000
REG	MTC	State Highway		Freeway Performance Initiative (FPI)	Operations	REG090003	66,178	33,345	21,531	24,000	34,000	363,976
REG	MTC	Transit		Transit Commute Benefits Promotion	Operations	MTC050001	0	0	0	0	0	5,000
REG	MTC	Transit		Real-time Transit Information Program	Operations	MTC050020	0	0	0	0	0	20,000

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REG	MTC	Transit	Integrated Fare Structure Program	Operations	MTC050022	0	0	0	0	0	1,500
REG	MTC	Transit	Clipper Fare Collection System	Operations	MTC99002A	1,300	1,200	3,245	0	0	62,572
REG	MTC	Transit	Transit Capital Inventory Improvements	Operations	REG050013	0	0	0	0	0	1,250
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	0	0	0	0	0	19,275
REG	MTC	Transit	Clipper Fare Collection System	Operations	REG090045	2,268	31,174	3,245	0	0	86,388
REG	MTC	Transit	Station Area Planning Program & Implementation	Operations	REG110014	0	0	0	0	0	9,417
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026	6,220	0	0	0	0	6,220
REG	MTC	Transit	GL: FY10 JARC Mobility Management	Operations	REG110028	974	0	0	0	0	974
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	10,431	0	0	0	0	10,431
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033	0	0	0	0	0	3,000
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034	0	0	0	0	0	1,800
REG	MTC-SAFE	State Highway	Incident Management Program	Operations	REG090044	687	18,401	12,245	0	0	49,993
REG	Natl Park Svc	Bicycle / Pedestrian	GL: US 206 Recreational Grants	Maint / Rehab	REG070014	0	0	0	0	0	3,277
REG	Natl Park Svc	Bicycle / Pedestrian	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint / Rehab	SF-050045	578	1,150	0	0	0	14,086
REG	Natl Park Svc	Local Road	Golden Gate Nat'l Rec. Area Road Rehab	Maint / Rehab	SF-030002	12,200	0	0	0	0	53,640
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	Maint / Rehab	SF-090027	1,030	0	1,947	52	0	3,498
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	Operations	SF-090024	85	0	822	0	0	1,897
REG	SF County TA	Local Road	eFleet Carsharing Electrified	Expansion	REG110012	1,939	0	0	0	0	2,132
REG	SFMTA	Local Road	Electric Vehicle Taxis and Battery Switch Stations	Enhancement	REG110017	7,038	0	0	0	0	7,995

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REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	Operations	REG110015	0	0	0	0	0	1,532
REG	Various	Transit	GL: ARRA Transit Rehab (Santa Rosa 5307)	Maint / Rehab	REG090012	0	0	0	0	0	6,244
REG	Various	Transit	GL: ARRA Transit Rehab (Vallejo 5307)	Maint / Rehab	REG090016	0	0	0	0	0	4,649
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5307)	Maint / Rehab	REG090019	0	0	0	0	0	120,343
REG	Various	Transit	GL: ARRA Transit Rehab (Concord 5307)	Maint / Rehab	REG090020	0	0	0	0	0	14,351
REG	Various	Transit	GL: ARRA Transit Rehab (Antioch 5307)	Maint / Rehab	REG090021	0	0	0	0	0	5,808
REG	Various	Transit	GL: ARRA Transit Rehab (SF-Oak 5309)	Maint / Rehab	REG090023	0	0	0	0	0	48,264
REG	Various	Transit	GL: ARRA Transit Rehab (San Jose 5309)	Maint / Rehab	REG090024	0	0	0	0	0	4,086
REG	Various	Transit	GL: ARRA Transit Ops & Rehab	Maint / Rehab	REG090064	0	0	0	0	0	67,463
REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	7,716	5,000	12,000	0	0	29,831
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	3,375	31,450	0	0	0	37,950
REG	WETA	Transit	Ferry Service for South San Francisco	Expansion	MTC050030	0	0	0	0	0	48,938
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	1,000	0	0	0	0	1,000
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint / Rehab	REG090054	250	0	0	0	0	1,545
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint / Rehab	REG090055	0	0	0	0	0	5,015
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint / Rehab	REG090057	2,069	0	0	0	0	3,312
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint / Rehab	REG090067	1,031	0	0	0	0	4,774
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint / Rehab	REG110020	81	0	0	0	0	331
REG	WETA	Transit	WETA: Revenue Vehicle Communication Equipment	Maint / Rehab	REG110021	130	0	0	0	0	182

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
REG	WETA	Transit	WETA Ferry Expansion Studies.	Operations	MTC050028	0	0	0	0	0	10,050
REG	WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	Operations	REG110001	0	0	0	0	0	15,250
TOTAL FOR MULTIPLE COUNTIES						1,024,315	699,846	945,526	301,822	1,270,360	6,760,711

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NAPA COUNTY												
NAP	American Canyon		Bicycle / Pedestrian	American Canyon Napa Junction Elementary Ped Imps	Enhancement	NAP090007	197	0	0	0	0	276
NAP	American Canyon		Bicycle / Pedestrian	Wetlands Edge Bay Trail Segment	Expansion	NAP070002	0	0	0	0	0	966
NAP	American Canyon		Bicycle / Pedestrian	American Canyon: Theresa Ave Sidewalk Imp Phase 3	Expansion	NAP110007	0	0	0	0	0	230
NAP	American Canyon		Local Road	American Canyon - Napa Square Pavement Rehab.	Maint / Rehab	NAP110022	0	0	0	286	0	286
NAP	American Canyon		Local Road	American Canyon PDA Development Plan	Operations	NAP110006	0	0	0	0	1,500	1,860
NAP	Caltrans		State Highway	Design of SR 12/29 Grade Separation	Expansion	NAP010002	0	0	0	0	0	1,500
NAP	Caltrans		State Highway	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	0	850	0	0	0	137,751
NAP	MTC		Local Road	Regional Planning Activities and PPM - Napa	Operations	NAP090002	3,089	69	69	69	110	5,633
NAP	Napa		Bicycle / Pedestrian	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Expansion	NAP110011	0	0	0	0	0	213
NAP	Napa		Bicycle / Pedestrian	Napa City North/South Bike Connection	Expansion	NAP110013	0	0	0	0	0	295
NAP	Napa		Local Road	Browns Valley Roundabout	Enhancement	NAP110002	0	0	0	0	0	470
NAP	Napa		Local Road	Napa (City): 2011 Cape Seal Pavement Rehab	Maint / Rehab	NAP110008	0	0	0	0	0	726
NAP	Napa		Local Road	Napa City - Linda Vista Pavement Overlay	Maint / Rehab	NAP110015	0	0	0	0	0	776
NAP	Napa County		Local Road	Napa County: Silverado Trail Paving Phase F	Maint / Rehab	NAP110009	0	0	0	0	0	955
NAP	Napa County		Local Road	Napa County Road Rehab. Various Streets	Maint / Rehab	NAP110019	0	0	0	0	0	1,287
NAP	Napa County		Local Road	Silverado Trail Phase G and H Rehab	Maint / Rehab	NAP110023	0	0	0	1,595	0	1,595
NAP	Napa Vine		Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	0	0	0	0	0	7,630
NAP	NCTPA		Bicycle / Pedestrian	NCTPA: Napa County SRTS Program Expansion	Enhancement	NAP110012	0	0	0	0	0	315

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NAP	NCTPA	Bicycle / Pedestrian	Napa County: Napa River/Bay Trail Segment 7 & 8	Expansion	NAP090004	0	0	0	0	0	183
NAP	NCTPA	Bicycle / Pedestrian	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	0	0	0	0	2,000	5,364
NAP	NCTPA	State Highway	SR 12/29/221 Soscol Junction Interchange Study	Expansion	NAP090003	0	0	0	0	0	6,300
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	Enhancement	NAP030005	0	0	0	0	0	646
NAP	NCTPA	Transit	NCTPA Multi-modal Transit Center Terminal/Park and	Expansion	NAP990011	718	0	0	0	0	9,055
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint / Rehab	NAP090005	0	0	0	0	0	10,428
NAP	NCTPA	Transit	NCTPA Operating	Maint / Rehab	NAP090008	200	200	0	0	0	800
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	0	0	0	0	0	306
NAP	NCTPA	Transit	Napa Vine: Operating Assistance	Operations	NAP970010	0	0	0	0	0	27,234
NAP	Yountville	Bicycle / Pedestrian	Yountville - Napa County Bicycle Path Improvements	Expansion	NAP090006	154	0	0	0	0	217
TOTAL FOR NAPA COUNTY						4,358	1,119	69	1,950	3,610	223,297

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SAN FRANCISCO COUNTY												
SF	BART	Bicycle / Pedestrian	24th Street/Mission BART Plaza Pedestrian Imps.	Enhancement	SF-090051		0	0	0	0	0	2,779
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	Enhancement	SF-090040		0	0	0	0	0	4,155
SF	BART	Transit	BART/MUNI Direct Connection Platform	Maint / Rehab	SF-050014		0	0	0	0	0	3,000
SF	Caltrain	Transit	Caltrain Electrification	Enhancement	SF-010028		195,000	3,000	0	0	554,026	785,026
SF	GGBHTD	Local Road	Golden Gate Bridge - Moveable Median Barrier	Enhancement	SF-070037		20,000	0	0	0	0	25,000
SF	MTC	Local Road	City CarShare Pilot Program	Expansion	SF-050043		0	0	0	0	0	2,986
SF	MTC	Local Road	Regional Planning Activities and PPM - SF County	Operations	SF-090030		3,688	491	161	0	447	8,962
SF	Port of SF	Bicycle / Pedestrian	Pier 70 Shoreline Open Space Improvements	Enhancement	SF-070014		1,000	0	0	0	0	1,000
SF	Port of SF	Bicycle / Pedestrian	San Francisco Cargo Way Bay Trail Bike Lanes	Enhancement	SF-110014		0	0	0	0	0	474
SF	Port of SF	Local Road	Embarcadero Corridor Transportation Improvements	Enhancement	SF-070009		500	0	0	1,000	3,500	5,350
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint / Rehab	SF-070010		0	0	0	1,000	16,200	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint / Rehab	SF-070012		0	0	0	1,000	6,000	8,000
SF	Presidio	Transit	PresidiGo Shuttle CNG Buses	Maint / Rehab	SF-090025		0	0	0	0	0	857
SF	SF City/County	Bicycle / Pedestrian	San Francisco - Arelious Walker Stairway Imps.	Enhancement	SF-090036		0	0	0	0	0	1,309
SF	SF City/County	Local Road	UCSF at Mission Bay Transportation Improvements	Enhancement	SF-110002		0	0	0	0	19,520	24,400
SF	SF City/County	Local Road	Mission Bay Biotech Cluster East Improvements	Enhancement	SF-110003		0	0	0	0	24,600	30,800
SF	SF City/County	Local Road	Mission Bay Residential Improvements Ph. II & III	Enhancement	SF-110004		0	0	0	0	41,100	51,400
SF	SF City/County	State Highway	I-280 and Mariposa Ramp Improvements	Operations	SF-110001		0	700	0	0	4,500	6,500

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SF	SF County TA	Local Road	San Francisco Value Pricing and Regulation Study	Operations	SF-110038	0	0	0	0	0	600
SF	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	Maint / Rehab	SF-070027	77,532	10,000	49,451	22,591	21,600	197,397
SF	SF County TA	State Highway	US 101 Doyle Drive Replacement	Maint / Rehab	SF-991030	201,007	34,000	33,597	28,692	144,132	1,045,002
SF	SF County TA	Transit	Geary Bus Rapid Transit	Enhancement	SF-070004	0	0	209,532	0	0	219,800
SF	SF County TA	Transit	Van Ness Bus Rapid Transit	Enhancement	SF-070005	11,626	0	54,476	0	0	87,600
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	0	5,275	0	0	55,680	65,178
SF	SF County TA	Transit	Integrated Public-Private Partnership TDM Program	Operations	SF-110011	25	0	0	0	0	1,025
SF	SF DPW	Bicycle / Pedestrian	San Francisco Point Lobos Streetscape	Enhancement	SF-090038	0	0	0	0	0	595
SF	SF DPW	Bicycle / Pedestrian	San Francisco - Marina Green Bicycle Trail Imps.	Enhancement	SF-110013	0	0	0	0	0	1,257
SF	SF DPW	Local Road	San Francisco - Folsom Streetscape	Enhancement	SF-110007	0	0	0	0	0	5,543
SF	SF DPW	Local Road	San Francisco - Broadway Streetscape	Enhancement	SF-110009	0	0	0	0	0	1,912
SF	SF DPW	Local Road	South of Market Alleyways Improvements, Phase 2	Enhancement	SF-110012	1,766	0	0	0	0	2,340
SF	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	131,515	0	0	0	0	169,000
SF	SF DPW	Local Road	Hunters Pt Shipyard & Candlestick Pt Proj Roadways	Expansion	SF-110006	450	0	0	0	0	500
SF	SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	Maint / Rehab	SF-010004	0	0	0	0	0	40,408
SF	SF DPW	Local Road	Citywide:San Francisco Street Improvements	Maint / Rehab	SF-050042	0	0	0	0	0	16,859
SF	SF DPW	Local Road	Great Highway Restoration	Maint / Rehab	SF-110005	0	404	86	1,830	7,945	13,129
SF	SF DPW	State Highway	SR 1 - 19th Avenue Median Improvements	Enhancement	SF-070025	0	0	0	0	0	1,337
SF	SF DPW	State Highway	SR 1 - 19th Avenue Streetscape Improvements	Enhancement	SF-110030	0	0	0	0	0	250

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SF	SF DPW	State Highway	Arterial from Harney Way & Jamestown Ave. to Crisp	Expansion	SF-090002	5,000	0	0	0	0	55,000
SF	SF DPW	State Highway	Harney Way Roadway Improvements	Expansion	SF-090004	0	0	0	0	0	22,000
SF	SF DPW	Transit	BRT-Ped-Bike Bridge over Yosemite Slough	Expansion	SF-090006	39,000	0	0	0	0	58,000
SF	SFDPH	Bicycle / Pedestrian	San Francisco SR2S - Education and Outreach	Operations	SF-110015	0	0	0	0	0	590
SF	SFMTA	Bicycle / Pedestrian	San Francisco - Various Pedestrian Signal Upgrades	Enhancement	SF-090029	0	0	0	0	0	466
SF	SFMTA	Bicycle / Pedestrian	Phelan Loop Pedestrian and Street Beautification	Enhancement	SF-090037	0	0	0	0	0	10,696
SF	SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Parking	Enhancement	SF-090039	0	0	0	0	0	235
SF	SFMTA	Bicycle / Pedestrian	Church and Duboce Bike / Pedestrian Enhancements	Enhancement	SF-090041	0	0	0	0	0	474
SF	SFMTA	Bicycle / Pedestrian	Sunset Boulevard Ped Safety and Education	Enhancement	SF-090042	633	0	0	0	0	1,299
SF	SFMTA	Bicycle / Pedestrian	Sunset and AP Giannini SR2S Improvements	Enhancement	SF-110029	0	0	0	0	0	804
SF	SFMTA	Bicycle / Pedestrian	SF Crosswalk Conversion	Enhancement	SF-110040	96	250	0	0	0	365
SF	SFMTA	Bicycle / Pedestrian	San Francisco Bicycle Route Improvements	Expansion	SF-070036	1,100	1,250	0	0	0	5,465
SF	SFMTA	Bicycle / Pedestrian	Linked Priced Electric Bikesharing	Expansion	SF-110037	3,175	0	0	0	0	4,456
SF	SFMTA	Bicycle / Pedestrian	SF Ped Safety and Encouragement Campaign	Operations	SF-110039	851	0	0	0	0	1,000
SF	SFMTA	Local Road	Second St Phase 1 - SFgo Signal Rehab and Upgrade	Enhancement	SF-110008	0	0	0	0	0	841
SF	SFMTA	Local Road	SFGO-Corridor Management	Operations	SF-070030	0	0	0	0	0	54,871
SF	SFMTA	Local Road	SF Downtown Parking Pricing	Operations	SF-070040	0	0	0	0	0	46,000
SF	SFMTA	Transit	SFMTA: N-Judah Mobility Maximization Project	Enhancement	SF-110042	4,237	0	0	0	0	4,237
SF	SFMTA	Transit	SFMTA: Mission Mobility Maximization	Enhancement	SF-110043	9,430	0	0	0	0	9,430

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SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	SF Muni Third St LRT Phase 2 - New Central Subway	Expansion	SF-010037	128,138	0	0	79,700	764,785	1,570,000
SF	SFMTA	Transit		Glen Park Intermodal Facility	Expansion	SF-050039	0	0	0	0	0	4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	200	200	200	200	200	1,500
SF	SFMTA	Transit		Mission Bay Trolley Coach Extension	Expansion	SF-070006	0	0	0	0	0	4,500
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	700	0	0	0	43,273	44,473
SF	SFMTA	Transit		Geneva/Harney Limited/Express Bus Service	Expansion	SF-090013	0	0	0	1,000	27,000	28,000
SF	SFMTA	Transit	Transit Center in Candlestick Point	Transit Center in Candlestick Point	Expansion	SF-090015	0	0	0	5,300	0	6,000
SF	SFMTA	Transit		Transit Center in Hunters Point	Expansion	SF-090016	2,000	0	0	0	15,700	22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	0	2,200	0	0	19,000	22,000
SF	SFMTA	Transit		Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	2,000	0	0	3,000	17,000	23,000
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	0	0	0	0	48,300	51,000
SF	SFMTA	Transit		Geneva-Harney BRT to Hunters Point - Geneva Extn	Expansion	SF-090020	0	19,400	0	0	0	24,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Portio	Geneva-Harney BRT to Hunters Point - Geneva Portio	Expansion	SF-090021	1,000	0	0	1,200	42,000	53,000
SF	SFMTA	Transit		Trolley Coach Extension Program	Expansion	SF-090022	0	100	300	0	5,000	5,400
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney Way Po	Geneva-Harney BRT to Hunters Point - Harney Way Po	Expansion	SF-090023	0	3,230	0	5,000	140,700	148,930
SF	SFMTA	Transit		Misc Security Improvements & Graffiti Prevention	Maint / Rehab	SF-030004	0	0	0	0	0	26,456
SF	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	SFMTA: Wayside Fare Collection Equipment	Maint / Rehab	SF-030013	0	0	0	0	0	38,816
SF	SFMTA	Transit		SFMTA: Train Control & Trolley Signal Rehab/Replace	Maint / Rehab	SF-050024	0	0	0	0	0	54,082
SF	SFMTA	Transit	SFMTA: Escalator Rehabilitation	Maint / Rehab	SF-050026	0	0	0	0	0	20,290	

Report sorted by: County, Sponsor, System,
Purpose, TIP ID

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SF	SFMTA	Transit		Light Rail Vehicle Overhaul Program	Maint / Rehab	SF-050034	6,012	0	0	0	0	47,184
SF	SFMTA	Transit		Central Control - Facility Replacement	Maint / Rehab	SF-070007	0	0	0	0	0	50,730
SF	SFMTA	Transit		SFMTA: Trolley Coach Replacement	Maint / Rehab	SF-070045	0	0	0	0	0	102,955
SF	SFMTA	Transit		SFMTA: Rehab 170 Neoplans	Maint / Rehab	SF-070046	0	0	0	0	0	21,890
SF	SFMTA	Transit		SF Muni - Preventive Maintenance	Maint / Rehab	SF-090031	0	0	0	0	0	13,285
SF	SFMTA	Transit		SFMTA: Paratransit Vehicle Replacements	Maint / Rehab	SF-090035	0	0	0	0	0	4,153
SF	SFMTA	Transit		SFMTA: Motor coach replacement- 45 NABI buses	Maint / Rehab	SF-090043	321	0	0	0	0	16,436
SF	SFMTA	Transit		SF Muni Rail Replacement Program, Part B	Maint / Rehab	SF-95037B	0	0	0	0	0	130,067
SF	SFMTA	Transit		SFMTA: Cable Car Vehicle Renovation Program	Maint / Rehab	SF-970073	0	0	0	0	0	19,955
SF	SFMTA	Transit		SFMTA: Trolley Overhead Recon. Program	Maint / Rehab	SF-970170	1,845	0	0	0	0	148,711
SF	SFMTA	Transit		Islais Creek Motor Coach Facility	Maint / Rehab	SF-990004	0	0	0	0	0	120,985
SF	SFMTA	Transit		Cable Car Traction Power & Guideway Rehab	Maint / Rehab	SF-99T002	0	0	0	0	0	73,770
SF	SFMTA	Transit		SFMTA: Historic Rail Car rehabilitation	Maint / Rehab	SF-99T005	0	0	0	0	0	87,394
SF	SFMTA	Transit		SFMTA: TEP Capital Implementation Program	Operations	SF-090032	0	1,000	0	0	0	7,624
SF	SFMTA	Transit		SFMTA Transportation Asset Management System	Operations	SF-110010	0	0	0	0	0	11,000
SF	SFMTA	Transit		San Francisco Market & Haight St Transit/Ped Imps	Operations	SF-110016	0	0	0	0	0	4,572
SF	SFMTA	Transit		Global Positioning System	Operations	SF-990003	0	0	0	0	0	19,427
SF	SFMTA	Transit		SFMTA: ADA Paratransit operating support	Operations	SF-990022	9,670	9,670	0	0	0	197,588
SF	TBJPA	Transit		Transbay Terminal/Caltrain Downtown Ext. Ph. 2	Expansion	SF-050002	0	0	0	0	562,000	638,811

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SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029	0	0	0	4,243	1,180,659	1,184,902
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Maint / Rehab	SF-010015	63,826	23,881	11,985	173,377	428,385	1,588,776
TOTAL FOR SAN FRANCISCO COUNTY						924,343	115,051	359,788	329,133	4,193,251	9,765,914

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SAN MATEO COUNTY												
SM	BART	Transit	Daly City BART Station Improvements	Enhancement	SM-070030		0	0	0	0	0	1,290
SM	BART	Transit	BART: Preventive Maintenance	Maint / Rehab	SM-050005		0	0	0	0	0	33,214
SM	Belmont	Bicycle / Pedesinian	US 101 Belmont Bike/Ped Bridge	Expansion	SM-070005		0	0	0	0	0	8,230
SM	Brisbane	Bicycle / Pedesinian	Bayshore Coridor North South Bikeway	Enhancement	SM-090041		0	0	0	0	0	803
SM	Brisbane	State Highway	US 101/Candlestick Interchange	Enhancement	SM-090004		0	0	0	0	13,000	13,710
SM	Burlingame	Local Road	Burlingame Ave. and Broadway Districts Streetscape	Enhancement	SM-110008		0	0	0	0	0	370
SM	Burlingame	Local Road	Burlingame - Federal Grant Street Resurfacing	Maint / Rehab	SM-110016		0	0	0	0	0	418
SM	Caltrain	Transit	Caltrain grade separation program	Enhancement	SM-090021		0	0	0	0	0	147,050
SM	Caltrain	Transit	South SF Station Improvement Project	Expansion	SM-030030		0	0	0	0	17,944	28,224
SM	Caltrain	Transit	Caltrain Express: Phase 2	Expansion	SM-070008		4,450	0	0	0	167,525	187,034
SM	Caltrain	Transit	Diridon St. Track/Signal/Term Rehab Upgrade	Maint / Rehab	JPB991001		0	0	0	0	0	30,740
SM	Caltrain	Transit	Tilton-Poplar Grade Separation	Maint / Rehab	SM-010054		0	0	0	0	11,000	17,302
SM	Caltrain	Transit	Signal Replacement and Upgrade Program	Maint / Rehab	SM-070033		0	0	0	0	0	1,848
SM	Caltrain	Transit	Narrow Banding Project	Maint / Rehab	SM-090001		0	0	0	0	0	2,593
SM	Caltrain	Transit	Caltrain: Systemwide Security	Operations	SM-030010		0	0	0	0	0	15,213
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040		0	0	0	0	0	1,443
SM	Caltrain	Transit	VMS-PA Systems Integration	Operations	SM-070032		0	0	0	0	0	1,100
SM	Caltrans	State Highway	San Mateo County: Install TMS Elements	Enhancement	SM-090023		0	0	0	0	0	2,163

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Fiscal Year					Total
						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
SM	Caltrans	State Highway	I-280 Wildlife Connectivity Research	Enhancement	SM-110004	468	0	0	0	0	468
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	0	0	0	0	0	188,240
SM	Caltrans	State Highway	US 101 Auxiliary Lanes - Marsh Road to SCL County	Expansion	SM-030001	0	0	0	0	0	107,223
SM	Caltrans	State Highway	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	0	54,867	0	0	0	79,318
SM	Caltrans	State Highway	SR 1 Devils Slide Bypass	Maint / Rehab	SM-979013	182,027	0	0	0	0	504,893
SM	Caltrans	State Highway	SR 82-El Camino Real Signal Coordination	Operations	SM-070003	0	0	0	0	0	7,135
SM	CCAG	Bicycle / Pedestrian	San Mateo County SR2S Program	Operations	SM-110022	0	0	0	0	0	1,615
SM	CCAG	Local Road	San Mateo Countywide ITS Improvements	Operations	SM-070002	0	0	800	3,498	0	4,298
SM	CCAG	Local Road	San Mateo County Traffic Incident Management	Operations	SM-070037	1,977	0	0	0	0	27,794
SM	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	Operations	SM-070029	0	478	0	0	0	478
SM	Daly City	Bicycle / Pedestrian	SR 82 Daly City-Mission St. Pedestrian Imps. - Ph I	Enhancement	SM-050046	0	0	0	0	0	2,632
SM	Daly City	Bicycle / Pedestrian	Daly City - Citywide Accessibility Improvements	Enhancement	SM-110009	0	0	0	0	0	520
SM	Daly City	Local Road	Daly City Street Rehab Program	Maint / Rehab	SM-110017	0	0	0	0	0	1,296
SM	East Palo Alto	Bicycle / Pedestrian	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006	340	2,059	0	0	0	2,399
SM	East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	Maint / Rehab	SM-070004	1,347	9,109	0	0	0	11,880
SM	Foster City	Local Road	Triton Drive Widening	Expansion	SM-090005	700	0	0	0	0	850
SM	Foster City	State Highway	State Route 92/Chess Drive - Ramp Widening Project	Expansion	SM-090006	1,500	0	0	0	0	2,500
SM	Half Moon Bay	Bicycle / Pedestrian	Highway 1 Bicycle/Pedestrian Trail	Expansion	SM-110027	0	0	0	0	0	595
SM	Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Maint / Rehab	SM-110014	0	0	0	0	0	450

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SM	Millbrae	Bicycle / Pedestrian	State Highway	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053	0	0	0	1,062	11,400	12,462
SM	Millbrae			El Camino Real & Victoria Ave Pedestrian Crossing	Enhancement	SM-090017	0	0	0	0	0	0
SM	MTC	Local Road	Regional Planning Activities and PPM - San Mateo	Regional Planning Activities and PPM - San Mateo	Operations	SM-090024	3,373	353	355	165	462	8,792
SM	MTC	State Highway		Dumbarton Bridge Seismic Retrofit	Maint / Rehab	SM-130001	31,000	2,600	0	0	0	0
SM	Pacifica	State Highway	SR 1 - Fessler to West Port Drive Widening	Expansion	SM-050001	0	18,200	6,900	0	0	0	37,300
SM	Pacifica	State Highway	SR1 San Pedro Creek Bridge Replacement	Maint / Rehab	SM-050052	0	3,000	0	0	0	0	9,250
SM	Redwood City	Bicycle / Pedestrian	Bair Island Bay Trail Improvements	Expansion	SM-110025	0	0	0	0	0	0	431
SM	Redwood City	Bicycle / Pedestrian	Skyway/Shoreway Bike Route Improvements	Expansion	SM-110026	0	0	0	0	0	0	289
SM	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007	0	0	100	0	0	4,900	5,000
SM	SamTrans	Bicycle / Pedestrian	SR 82 - El Camino Real Grand Boulevard Initiative	Enhancement	SM-050051	385	0	0	0	0	0	4,499
SM	SamTrans	Bicycle / Pedestrian	GBI: Removing Barriers to Livable Communities	Enhancement	SM-110006	0	0	0	0	0	0	1,397
SM	SamTrans	Local Road	Making the Last Mile Connection TDM Program	Operations	SM-110005	0	0	0	0	0	0	1,818
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	Enhancement	SM-110054	4,984	0	0	0	0	0	4,984
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance Facility/Equipment Rehabilitation/Replacement	Maint / Rehab	SM-030023	0	0	0	0	0	0	45,871
SM	SamTrans	Transit	SAMTRANS: Service Support Vehicles	Maint / Rehab	SM-070049	933	0	0	0	0	0	1,233
SM	SamTrans	Transit	SAMTRANS: Replacement of 10 Paratransit Minivans	Maint / Rehab	SM-090019	0	0	0	0	0	0	322
SM	SamTrans	Transit	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	Maint / Rehab	SM-090042	0	0	0	0	0	0	505
SM	SamTrans	Transit	SAMTRANS - Advanced Communication System Upgrades	Maint / Rehab	SM-110052	274	0	0	0	0	0	1,505
SM	SamTrans	Transit		Operations	SM-110053	369	0	0	0	0	0	10,700

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						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
SM	Sam Trans	Transit	SAMTRANS: Capital Maintenance-Fuel	Operations	SM-110056	4,183	0	0	0	0	4,183
SM	Sam Trans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy.	Operations	SM-990026	1,249	0	0	0	0	4,723
SM	San Bruno	Bicycle / Pedestrian	San Bruno Transit Corridor Ped Connection Imprvmt	Enhancement	SM-110012	0	0	0	0	0	338
SM	San Bruno	Local Road	San Bruno Street Medians and Grand Blvd Imprvmts	Enhancement	SM-110011	0	0	0	0	0	838
SM	San Bruno	State Highway	SR 82 El Camino Real: Grand Boulevard Initiative	Enhancement	SM-070031	0	0	0	0	0	1,079
SM	San Carlos	Bicycle / Pedestrian	East Side Community Transit Connectivity Imprvmts	Expansion	SM-110028	0	0	0	0	0	2,771
SM	San Carlos	Local Road	San Carlos Pavement Rehab Program	Maint / Rehab	SM-110019	0	0	0	0	0	530
SM	San Carlos	State Highway	US101/Holly Interchange modification	Operations	SM-090008	0	2,500	0	0	0	3,000
SM	San Mateo	Bicycle / Pedestrian	Delaware Street Bike Lane and Streetscape	Enhancement	SM-110007	0	0	0	0	0	1,205
SM	San Mateo	Bicycle / Pedestrian	El Camino Real Phase I Improvement	Enhancement	SM-110010	0	0	0	0	0	1,102
SM	San Mateo	Local Road	San Mateo Street Rehab of Various Fed. Aid Routes	Maint / Rehab	SM-110021	0	0	0	0	0	1,518
SM	San Mateo	Local Road	Smart Corridor Initial Implementation Project	Operations	SM-090054	0	0	0	0	0	1,940
SM	San Mateo	State Highway	SR92/El Camino Real (SR82) Ramp Modifications	Enhancement	SM-110047	0	0	4,375	0	5,000	10,000
SM	San Mateo Co	Bicycle / Pedestrian	San Mateo County Bike and Ped. Enhancements	Enhancement	SM-090020	0	0	0	0	0	200
SM	San Mateo Co	Bicycle / Pedestrian	CSRT South of Dam Conversion	Expansion	SM-110024	674	0	0	0	0	1,125
SM	San Mateo Co	Local Road	San Mateo Co. Pavement Program	Maint / Rehab	SM-110020	0	0	0	0	0	1,700
SM	San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	Maint / Rehab	SM-110035	0	0	0	0	0	1,210
SM	SMCTA	Local Road	Widen Woodside Rd from 4 to 6 lanes b/w ECR and BW	Expansion	SM-090011	700	2,000	0	0	0	2,700
SM	SMCTA	State Highway	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	0	300	0	0	5,000	5,300

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SM		SMCTA	State Highway	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	0	37,500	0	0	0	50,300
SM		SMCTA	State Highway	Construct WB lane on Rte 92	Expansion	SM-090003	0	0	300	0	56,200	56,500
SM		SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-090009	800	4,300	0	0	0	6,400
SM		SMCTA	State Highway	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-090013	0	0	0	700	34,600	35,300
SM		SMCTA	State Highway	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	300	50	0	0	6,200	6,550
SM		SMCTA	State Highway	US 101 Aux lanes from San Bruno Ave to Grand Ave	Expansion	SM-090016	0	36,400	0	0	0	46,000
SM		SMCTA	State Highway	US 101 / Willow Road Interchange Reconstruction	Maint / Rehab	SM-010047	0	1,471	24,471	0	0	32,951
SM		SMCTA	State Highway	I-280/Route 1 interchange safety improvements	Operations	SM-090010	0	0	0	300	19,800	20,100
SM		SMCTA	State Highway	Improve US 101 operations near Rte 92	Operations	SM-090014	0	0	0	3,711	22,700	26,411
SM		SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	0	77,309	0	0	0	301,036
SM		SSF	Bicycle / Pedestrian	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	0	0	0	0	0	342
SM		SSF	State Highway	Uiah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003	0	1,040	0	0	14,430	15,470
SM		WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	0	0	2,000	0	13,000	15,000
TOTAL FOR SAN MATEO COUNTY							242,033	253,536	39,301	9,436	403,161	2,275,591

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SANTA CLARA COUNTY												
SCL	Caltrain	Transit	Accessible Capital Enhancement	Maint / Rehab	JPB991004	0	0	0	0	0	7,707	
SCL	Caltrans	Local Road	Stanford U Parking Pricing w/ Off-Peak Incentives	Operations	SCL090073	0	0	0	0	0	2,948	
SCL	Caltrans	State Highway	SR 87 Guadalupe Freeway Corridor Landscaping	Enhancement	SCL030008	0	0	0	0	0	8,925	
SCL	Caltrans	State Highway	US 101 / SR 87-Trimble Road Landscaping	Enhancement	SCL050013	0	0	0	0	0	2,390	
SCL	Caltrans	State Highway	I-280 Roadway Rehabilitation in San Jose	Maint / Rehab	SCL090033	0	0	0	0	0	17,056	
SCL	Campbell	Local Road	Hacienda Avenue Improvements	Enhancement	SCL110116	0	680	0	0	0	680	
SCL	Campbell	Local Road	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	0	0	0	0	3,670	4,200	
SCL	Cupertino	Local Road	Cupertino Various Streets Rehabilitation	Maint / Rehab	SCL110022	0	0	0	0	0	602	
SCL	Gilroy	Bicycle / Pedestrian	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	0	0	3,402	0	0	4,162	
SCL	Gilroy	Bicycle / Pedestrian	Gilroy School Crossings, Sidewalks & Bicycle Lanes	Expansion	SCL110049	0	0	0	0	0	938	
SCL	Los Altos Hills	Bicycle / Pedestrian	Safe Routes to Los Altos Hills Schools	Expansion	SCL110056	0	0	0	0	0	1,127	
SCL	Milpitas	Bicycle / Pedestrian	Escuela Parkway Pedestrian and Bicycle Enhancement	Enhancement	SCL110055	0	0	0	0	0	568	
SCL	Milpitas	State Highway	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077	0	0	2,000	0	0	4,500	
SCL	Morgan Hill	Local Road	Butterfield Boulevard Extension from Tennant Avenue	Expansion	SCL090018	0	0	0	0	0	20,637	
SCL	Palo Alto	Bicycle / Pedestrian	Palo Alto California Avenue Transit Hub	Enhancement	SCL110037	1,400	0	0	0	0	1,600	
SCL	Palo Alto	Local Road	Citywide Traffic Signal upgrade	Operations	SCL050091	0	0	0	0	0	458	
SCL	San Jose	Bicycle / Pedestrian	San Carlos Multimodal Streetscape Improvements	Enhancement	SCL090045	0	0	0	0	0	1,843	
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail-Tasman Drive Underpass	Enhancement	SCL090046	825	0	0	0	0	825	

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SCL	San Jose	Bicycle / Pedestrian	Innovative Bicycle Detection System	Enhancement	SCL110016	0	0	0	0	0	1,890
SCL	San Jose	Bicycle / Pedestrian	San Fernando Street Enhanced Bikeway & Ped Access	Enhancement	SCL110033	0	0	0	0	0	1,727
SCL	San Jose	Bicycle / Pedestrian	San Jose - San Carlos Multimodal Phase 2	Enhancement	SCL110034	0	0	0	0	0	2,646
SCL	San Jose	Bicycle / Pedestrian	San Jose Walk N Roll - Safe Access	Enhancement	SCL110057	556	0	0	0	0	653
SCL	San Jose	Bicycle / Pedestrian	Park Avenue Multi-Modal Improvements	Enhancement	SCL110117	202	0	1,549	0	0	1,820
SCL	San Jose	Bicycle / Pedestrian	St. John Street Multi-Modal Improvements - Phase 1	Enhancement	SCL110118	132	0	1,662	0	0	1,876
SCL	San Jose	Bicycle / Pedestrian	Almaden Expressway Ped. Bridge	Expansion	SCL050039	0	0	0	0	12,343	12,835
SCL	San Jose	Bicycle / Pedestrian	Lower Guadalupe River Trail	Expansion	SCL050081	0	0	0	0	0	13,296
SCL	San Jose	Bicycle / Pedestrian	Bay Trail Reach 9	Expansion	SCL050082	0	0	0	0	0	2,378
SCL	San Jose	Bicycle / Pedestrian	Coyote Creek Trail	Expansion	SCL050083	0	0	0	0	6,000	14,769
SCL	San Jose	Bicycle / Pedestrian	Downtown Couplet Conversion Projects	Expansion	SCL090004	9,000	0	13,000	0	0	22,000
SCL	San Jose	Bicycle / Pedestrian	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Expansion	SCL110029	50	0	0	0	3,000	4,600
SCL	San Jose	Local Road	North San Jose Intersection Improvements	Enhancement	SCL090007	100	900	0	2,000	58,000	61,000
SCL	San Jose	Local Road	San Jose: Various Intersection Improvements	Enhancement	SCL090008	2,200	600	3,200	0	23,000	29,000
SCL	San Jose	Local Road	Montague Expressway/Trimble interchange improvement	Enhancement	SCL090009	0	3,200	28,800	0	0	32,000
SCL	San Jose	Local Road	Widen Montague Exp between Lick Mill-Trade Zone	Enhancement	SCL090010	0	1,000	12,000	0	0	13,500
SCL	San Jose	Local Road	Branham Ln/Monterey Hwy Grade Crossing Design	Enhancement	SCL090036	0	0	0	0	0	570
SCL	San Jose	Local Road	San Jose: Alameda - A Plan for The Beautiful Way	Enhancement	SCL110001	100	0	0	0	0	4,323
SCL	San Jose	Local Road	Charcot Avenue Extension over I-880	Expansion	SCL090003	0	0	0	2,200	31,800	34,000

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Programmed Funding by Fiscal Year											
County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SCL	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor Street	Expansion	SCL090005	1,000	2,000	10,000	0	0	13,000
SCL	San Jose	Local Road	Autumn Street Extension	Expansion	SCL110006	30,000	0	0	0	0	35,000
SCL	San Jose	Local Road	San Jose 2012 Streets Resurfacing and Rehab	Maint / Rehab	SCL110035	0	0	0	0	0	9,022
SCL	San Jose	Local Road	San Jose: Road Rehab and Ped. Facilities	Maint / Rehab	SCL110107	15,000	0	0	0	0	15,000
SCL	San Jose	Local Road	Silicon Valley TIMC	Operations	SCL050079	0	0	0	0	0	10,153
SCL	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Widening	Expansion	SCL030006	250	1,583	13,167	0	0	15,000
SCL	San Jose	State Highway	US 101 / Mabury New Interchange	Expansion	SCL070004	3,000	0	0	0	17,750	20,750
SCL	San Jose	State Highway	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	Maint / Rehab	SCL090025	700	32,300	0	0	0	34,000
SCL	San Jose	State Highway	I-880/Montague Expressway interchange Improvements	Operations	SCL090015	0	0	3,000	55,000	0	58,000
SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	2,075	0	0	53,500	452,425	508,000
SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Reach 4 New Trail	Expansion	SCL110030	0	0	0	0	0	1,803
SCL	Santa Clara	Bicycle / Pedestrian	San Tomas Aquino Creek Spur Trail Imps	Expansion	SCL110031	0	0	0	0	0	2,010
SCL	Santa Clara Co	Bicycle / Pedestrian	SR2S for Santa Clara County	Operations	SCL110051	0	0	0	0	0	1,130
SCL	Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	Enhancement	SCL070049	2,450	11,500	0	0	0	17,000
SCL	Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange Reconfiguration	Enhancement	SCL110004	0	1,000	0	100	8,400	9,500
SCL	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	1,700	0	0	0	67,100	69,900
SCL	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	Maint / Rehab	SCL090002	0	0	0	0	15,150	15,900
SCL	Santa Clara Co	Local Road	Santa Clara County: Santa Teresa/Hale Rehab	Maint / Rehab	SCL110012	0	0	0	0	0	3,798
SCL	Santa Clara Co	Local Road	Santa Clara County Expressways Pavement Rehab	Maint / Rehab	SCL110013	0	0	0	0	0	600

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SCL	Santa Clara Co	Local Road		Isabel Bridge (Bridge #37C0089) Replacement	Maint / Rehab	SCL110108	30	0	0	0	3,910	4,540
SCL	Santa Clara Co	Local Road		Oregon-Page Mill Expwy Improvements	Operations	SCL050080	3,812	0	0	0	0	4,412
SCL	Santa Clara Co	State Highway		Widen Montague Expwy bet Trade Zone & Park Victor	Expansion	SCL090017	2,000	9,000	0	0	14,000	25,000
SCL	Santa Clara Co	State Highway		US 101/Montague Expressway Interchange	Expansion	SCL090027	1,400	0	100	0	11,500	13,500
SCL	Saratoga	Bicycle / Pedestrian		Highway 9 Safety Improvements	Enhancement	SCL070050	1,084	0	0	0	0	2,626
SCL	Saratoga	Bicycle / Pedestrian		Saratoga Village Ped Enhancement Phase 2	Enhancement	SCL110017	0	0	0	0	0	1,452
SCL	SJRC	Transit		San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	0	0	0	0	0	1,162
SCL	Sunnyvale	Local Road		Hendy Ave Complete Street Improvements	Maint / Rehab	SCL110014	0	0	0	0	0	2,750
SCL	VTA	Bicycle / Pedestrian		Santa Clara Grade-Separated Pedestrian Crossing	Enhancement	SCL090031	0	7,216	0	0	0	9,350
SCL	VTA	Local Road		Regional Planning Activities and PPM - Santa Clara	Operations	SCL090035	5,493	696	696	628	1,053	15,023
SCL	VTA	State Highway		SR 85 Express Lanes	Enhancement	SCL090030	2,000	0	4,000	0	50,000	60,800
SCL	VTA	State Highway		Santa Clara County - US 101 Express Lanes	Enhancement	SCL110002	0	0	0	0	77,800	84,000
SCL	VTA	State Highway		SR 237 Express Lanes: I-880 to Mathilda Ave	Enhancement	SCL110008	1,500	11,900	0	0	0	14,900
SCL	VTA	State Highway		I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	2,701	0	0	0	0	78,042
SCL	VTA	State Highway		SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	712	0	0	0	0	44,983
SCL	VTA	State Highway		Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	16,100	16,100	16,100	0	0	173,967
SCL	VTA	State Highway		US 101 / Tully Road Interchange Modifications	Expansion	SCL050033	0	0	0	0	0	64,082
SCL	VTA	State Highway		US 101 / Capitol-Yerba Buena I/C Modifications	Expansion	SCL050034	0	0	0	0	0	33,556
SCL	VTA	State Highway		I-880/I-280/Stevens Creek I/C Improvements	Expansion	SCL070002	0	0	0	0	83,909	150,084

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County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SCL	VTA	State Highway	SR 25/Santa Teresa Blvd/US 101 IC	Expansion	SCL070003	0	0	7,600	0	220,900	237,300
SCL	VTA	State Highway	I-880 Widening - SR237 to US101	Expansion	SCL070016	0	0	0	0	0	95,000
SCL	VTA	State Highway	US 101 Aux/HOV Lanes - SR 85 to SM County Line	Expansion	SCL070024	42	0	0	0	0	102,300
SCL	VTA	State Highway	New SR152 Alignment Study	Expansion	SCL090016	0	0	0	0	0	10,000
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	Enhancement	SCL050045	0	0	0	0	0	3,198
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Enhancement	SCL090001	29,270	49,038	0	0	0	115,263
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	Enhancement	SCL090043	0	0	0	0	0	750
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Enhancement	SCL110009	0	0	3,208	159,308	0	233,400
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Enhancement	SCL110010	40,491	0	1,782	99,927	0	145,200
SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Enhancement	SCL110104	0	0	0	0	0	724
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority Improvement	Enhancement	SCL110119	1,793	0	0	0	0	1,793
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	0	0	0	0	4,386,767	5,010,500
SCL	VTA	Transit	Capitol Expressway LRT Extension	Expansion	SCL050009	13,000	35,076	198,721	0	0	334,000
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	0	0	1,000	1,000	153,000	176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	330,219	411,600	411,689	567,491	176,362	2,521,900
SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	Expansion	SCL110102	0	0	0	0	0	3,437
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint / Rehab	SCL050001	20,651	0	0	0	0	106,672
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint / Rehab	SCL050002	0	0	0	0	0	15,271
SCL	VTA	Transit	Replace Bus Fareboxes	Maint / Rehab	SCL050044	0	0	0	0	0	10,514

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SCL	VTA	Transit		VTA: Rail Substation Rehab/Replacement	Maint / Rehab	SCL050049	0	0	0	0	0	16,192
SCL	VTA	Transit		VTA: Renewable Energy Conversion Project	Maint / Rehab	SCL090041	0	0	0	0	0	938
SCL	VTA	Transit		VTA: TP OCS Rehab & Replacement	Maint / Rehab	SCL090044	0	0	0	0	0	10,385
SCL	VTA	Transit		VTA: Light Rail Bridge and Structure - SG Repair	Maint / Rehab	SCL110099	0	0	0	0	0	1,700
SCL	VTA	Transit		VTA: Kinkisharyo LRV Overhaul Program	Maint / Rehab	SCL110100	0	0	0	0	0	1,287
SCL	VTA	Transit		VTA: LRV Body Shop Dust Separation Wall	Maint / Rehab	SCL110101	0	0	0	0	0	693
SCL	VTA	Transit		VTA: Update Santa Teresa Interlock Signal House	Maint / Rehab	SCL110103	0	0	0	0	0	860
SCL	VTA	Transit		VTA: LR Signal Assessment / SCADA Replacement	Maint / Rehab	SCL110105	0	0	0	0	0	3,500
SCL	VTA	Transit		VTA: Dintdon Tunnel Radio Replacement	Maint / Rehab	SCL110106	0	0	0	0	0	262
SCL	VTA	Transit		VTA: Preventive Maintenance	Maint / Rehab	SCL990046	0	0	0	0	0	478,776
SCL	VTA	Transit		VTA: ADA Operating Set Aside	Operations	SCL050046	0	0	0	0	0	31,571
TOTAL FOR SANTA CLARA COUNTY							543,037	595,389	736,676	941,154	5,877,839	11,629,229

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SOLANO COUNTY												
SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031		0	2,514	0	0	0	3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Operations	SOL110008		0	0	0	0	0	1,250
SOL	Caltrans	State Highway	I-80/I-680 Aux Lanes Improvement Landscaping	Enhancement	SOL050003		760	1,784	0	0	0	2,544
SOL	Caltrans	State Highway	I-80/I-680 Mitigation Landscaping	Enhancement	SOL070014		0	0	0	0	0	50
SOL	Caltrans	State Highway	Suisun Valley Rd Bridge Replacement	Expansion	SOL050006		0	0	0	0	0	4,210
SOL	Caltrans	State Highway	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002		0	0	0	0	0	3,924
SOL	Dixon	Local Road	Parkway Blvd/UPRR Grade Separation	Expansion	SOL050009		0	0	0	0	0	3,089
SOL	Dixon	State Highway	I-80 / Pedrick Road Interchange Modification	Operations	SOL050007		0	0	1,100	0	0	1,950
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002		17,692	0	0	0	0	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007		0	0	6,750	0	0	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint / Rehab	SOL090008		0	0	0	0	0	172
SOL	FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Maint / Rehab	SOL030015		0	0	0	0	0	625
SOL	F-S Transit	Transit	Transit Vehicle Replacement	Maint / Rehab	SOL110027		0	0	0	0	0	2,800
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006		0	0	0	0	0	39,623
SOL	MTC	Local Road	Regional Planning Activities and PPM - Solano	Operations	SOL090006		3,249	192	191	98	274	7,858
SOL	MTC	State Highway	I-80 Express Lanes (Vacaville)	Expansion	SOL110001		0	0	0	10,000	180,600	191,200
SOL	MTC	State Highway	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002		0	0	17,300	0	0	17,800
SOL	Solano County	Bicycle / Pedestrian	Cordelia Hills Sky Valley	Expansion	SOL070012		2,535	0	0	0	0	2,710

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		Programmed Funding by Fiscal Year									
County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SOL	Solano County	Bicycle / Pedestrian	Vacaville-Dixon Bicycle Route (Phase 5)	Expansion	SOL090035	0	0	0	0	0	847
SOL	Solano County	Local Road	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	160	2,200	0	0	0	2,547
SOL	Solano County	Local Road	Solano County - 2011 Pavement Overlay Program	Maint / Rehab	SOL090027	0	0	0	0	0	2,042
SOL	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	0	0	0	0	0	1,609
SOL	SolTrans	Transit	SolTrans: Van Replacement: Purchase (2) Cut-Aways	Maint / Rehab	SOL050035	0	0	0	0	0	168
SOL	SolTrans	Transit	SolTrans: Replacement of One Cutaway Vehicle	Maint / Rehab	SOL070030	0	0	0	0	0	73
SOL	SolTrans	Transit	SolTrans: Replacement of Two Minivans	Maint / Rehab	SOL070031	0	0	0	0	0	100
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint / Rehab	SOL070032	1,130	0	0	0	0	1,156
SOL	SolTrans	Transit	SolTrans: Shop Equipment	Maint / Rehab	SOL070033	0	0	0	0	0	100
SOL	SolTrans	Transit	SolTrans: Purchase of Administrative Car	Maint / Rehab	SOL070034	0	0	0	0	0	27
SOL	SolTrans	Transit	SolTrans: Shop Truck Replacement	Maint / Rehab	SOL070035	0	0	0	0	0	40
SOL	SolTrans	Transit	SolTrans: Maintenance Facility	Maint / Rehab	SOL070036	0	0	0	0	0	550
SOL	SolTrans	Transit	SolTrans: Security Cameras on Buses	Maint / Rehab	SOL070037	0	0	0	0	0	90
SOL	SolTrans	Transit	SolTrans: GFI Gentare Fare Collection System	Maint / Rehab	SOL070038	0	0	0	0	0	65
SOL	SolTrans	Transit	SolTrans: Radio Equipment	Maint / Rehab	SOL070039	0	0	0	0	0	40
SOL	SolTrans	Transit	SolTrans: Communication Upgrades	Maint / Rehab	SOL090028	0	0	0	0	0	2,160
SOL	SolTrans	Transit	SolTrans: Bus Radio Replacement	Maint / Rehab	SOL090029	0	0	0	0	0	118
SOL	SolTrans	Transit	SolTrans: Vault Receiver Replacement	Maint / Rehab	SOL090030	0	0	0	0	0	110
SOL	SolTrans	Transit	SolTrans: Replace Bill Counter	Maint / Rehab	SOL090031	0	0	0	0	0	10

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County		Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SOL	SolTrans	Transit		SolTrans: Public Address System Upgrade	Maint / Rehab	SOL090032	0	0	0	0	0	35
SOL	SolTrans	Transit		SolTrans: Bus Maintenance Facility Renovation	Maint / Rehab	SOL090033	0	0	0	0	0	1,000
SOL	SolTrans	Transit		SolTrans: Bus Replacement/Expansion-Alt. Fuel	Maint / Rehab	SOL090034	0	0	0	0	0	625
SOL	SolTrans	Transit		SolTrans: Replace Coin Counter	Maint / Rehab	SOL110026	0	0	0	0	0	9
SOL	SolTrans	Transit		SolTrans: Capital Maintenance - Fuel	Maint / Rehab	SOL110033	0	0	0	0	0	401
SOL	SolTrans	Transit		SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	0	0	0	0	0	742
SOL	STA	Bicycle / Pedestrian		West B. Street Bike/Pedestrian Undercrossing	Expansion	SOL110024	5,880	0	0	0	0	6,000
SOL	STA	Bicycle / Pedestrian		Solano Safe Routes to School Program	Operations	SOL110019	0	0	0	0	0	1,031
SOL	STA	Local Road		Jepson: Vanden Road from Peabody to Leisure Town	Expansion	SOL110003	0	0	0	30,457	0	39,157
SOL	STA	Local Road		Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	0	0	0	0	11,977	13,431
SOL	STA	Local Road		Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	0	0	1,016	8,296	0	11,238
SOL	STA	Local Road		Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	0	0	0	0	8,199	9,194
SOL	STA	State Highway		I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	35,412	0	0	0	0	150,812
SOL	STA	State Highway		EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	0	0	0	0	0	98,883
SOL	STA	Transit		Eastern Solano / SNCIRideshare Program	Operations	SOL110020	0	0	0	0	0	503
SOL	Suisun City	Bicycle / Pedestrian		Grizzly Island Trail - Phase 1	Expansion	SOL110012	0	0	0	0	0	2,164
SOL	Vacaville	Bicycle / Pedestrian		Vacaville Transit - Curb Ramps	Enhancement	SOL130001	50	0	0	0	0	50
SOL	Vacaville	Bicycle / Pedestrian		Ulatis Creek Bike Path - Ulatis to Leisure Town	Expansion	SOL070026	0	0	0	0	0	1,071
SOL	Vacaville	State Highway		I-505/Vaca Valley Off-Ramp and Intersection Imprv	Operations	SOL090001	1,300	0	0	0	0	1,540

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County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	0	0	0	0	7,562	10,000
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	Maint / Rehab	SOL950024	0	0	0	0	0	1,699
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint / Rehab	SOL97AM70	0	0	0	0	0	882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Maint / Rehab	SOL991099	0	0	0	0	0	423
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	0	0	0	0	0	11,589
SOL	Vallejo	Bicycle / Pedestrian	Vallejo: Downtown Streetscape	Enhancement	SOL050048	0	0	0	0	0	5,960
SOL	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvements	Expansion	SOL990018	230	0	5,000	0	0	5,230
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	0	0	10,250	0	0	11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	0	0	0	0	0	79,130
SOL	WETA	Transit	Vallejo: Ferry Mid-Life Rehab	Maint / Rehab	SOL090011	0	0	0	0	0	14,080
SOL	WETA	Transit	Vallejo Ferry Maintenance Facility	Maint / Rehab	SOL991032	5,000	0	0	0	0	12,795
TOTAL FOR SOLANO COUNTY						73,398	6,690	41,607	48,851	208,612	834,204

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SONOMA COUNTY												
SON	Caltrans	Bicycle / Pedestrian	Son 101 HOV - Santa Rosa Bike/Ped Beautification			Expansion	SON050002	0	0	0	0	5,694
SON	Caltrans	Local Road	Mark West Creek Bridge- 20C0246			Expansion	SON050001	60	0	0	5,000	5,885
SON	Caltrans	Local Road	King Ridge Rd. Bridge Rehab. Project			Maint / Rehab	SON070026	50	0	0	1,538	1,838
SON	Caltrans	State Highway	Watershed Awareness Signs			Enhancement	SON110002	0	0	0	0	141
SON	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I/C			Expansion	SON010001	0	2,180	0	0	4,966
SON	Caltrans	State Highway	HWY 101 HOV Lane 12/Steele - Follow-up College Ave			Expansion	SON110001	2,900	0	0	0	9,730
SON	Caltrans	State Highway	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av			Expansion	SON950005	0	0	0	0	89,715
SON	Colati	Bicycle / Pedestrian	Downtown Specific Plan Area Revitalization			Enhancement	SON110007	1,320	0	0	0	2,050
SON	Colati	Transit	City of Colati Train Depot			Expansion	SON110015	0	0	0	0	4,191
SON	FWLS	Local Road	San Pablo Bay NWR Access Road in Petaluma			Expansion	SON110030	0	0	0	0	23,480
SON	Healdsburg	Bicycle / Pedestrian	Healdsburg Foss Creek Bicycle/Ped Pathway			Expansion	SON050017	440	0	0	0	3,098
SON	MTC	Local Road	Regional Planning Activities and PPM - Sonoma			Operations	SON090008	3,394	373	0	125	8,398
SON	MTC	Local Road	Stewarts Point Rancheria EV Pilot Program			Operations	SON110034	0	0	0	0	376
SON	NBFS	Transit	Ferry Service to Port Sonoma			Expansion	SON070013	23,171	0	0	0	23,171
SON	Petaluma	Local Road	Petaluma Boulevard South Road Diet			Enhancement	SON110006	0	0	0	0	885
SON	Petaluma	Local Road	Sonoma Mountain Parkway Rehabilitation			Maint / Rehab	SON110014	0	0	0	0	1,171
SON	Petaluma	Transit	Petaluma Transit - Communications Equipment			Enhancement	SON110032	0	0	0	0	58
SON	Petaluma	Transit	Petaluma Transit Preventive Maintenance			Maint / Rehab	SON090009	0	0	0	0	554

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County	Sponsor	System	Project Title	Purpose	TIP ID	Programmed Funding by Fiscal Year					Total
						FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	Maint / Rehab	SON090029	0	0	0	0	0	226
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Maint / Rehab	SON110004	0	0	0	0	0	750
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	Maint / Rehab	SON110033	1,000	0	0	0	0	1,000
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	Operations	SON090030	0	0	0	0	0	150
SON	Rohnert Park	Bicycle / Pedestrian	Copeland Creek Bike Path Reconstruction	Maint / Rehab	SON090032	0	0	0	0	0	740
SON	Rohnert Park	Local Road	Arlen Drive and East Cotati Avenue Overlays	Maint / Rehab	SON110010	0	0	0	0	0	1,112
SON	Santa Rosa	Bicycle / Pedestrian	Street Palettes	Enhancement	SON110008	0	0	0	0	0	250
SON	Santa Rosa	Bicycle / Pedestrian	Chanate Rd Pedestrian and Transit Improvements	Enhancement	SON110018	0	0	0	0	0	1,633
SON	Santa Rosa	Bicycle / Pedestrian	Sixth Street Bicycle and Pedestrian Linkage	Expansion	SON090031	0	0	0	0	0	1,067
SON	Santa Rosa	Bicycle / Pedestrian	SMART Bicycle and Pedestrian Path	Expansion	SON110017	0	0	0	0	0	1,266
SON	Santa Rosa	Local Road	Santa Rosa: Mission Blvd/Range Ave Pavement Rehab	Maint / Rehab	SON090033	0	0	0	0	0	2,308
SON	Santa Rosa Bus	Bicycle / Pedestrian	Downtown Transit Mall Connectivity Improvements	Enhancement	SON070012	100	0	0	0	0	2,458
SON	Santa Rosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	Enhancement	SON030012	0	0	0	0	0	341
SON	Santa Rosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Maint / Rehab	SON070020	0	0	0	0	0	2,908
SON	Santa Rosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint / Rehab	SON090024	0	0	0	0	0	6,749
SON	Santa Rosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Maint / Rehab	SON110045	0	0	0	0	0	512
SON	Santa Rosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint / Rehab	SON110047	780	0	0	1,980	0	2,760
SON	Santa Rosa Bus	Transit	Automated Vehicle Location System	Operations	SON090007	0	0	0	0	0	1,038
SON	Santa Rosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	0	0	0	0	0	10,545

Metropolitan Transportation Commission
TIP Funding Report
Funding by Fiscal Year
(All funding shown in thousands of dollars)

Programmed Funding by Fiscal Year												
County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total	
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	36,070	119,250	101,530	0	0	503,556	
SON	Son Co Reg Park	Bicycle / Pedestrian	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	0	535	0	0	0	817	
SON	Son Co Reg Park	Bicycle / Pedestrian	SMART Trail-Heam Avenue to Joe Rodola Trail	Expansion	SON110013	0	0	0	0	0	1,122	
SON	Son Co TA	Local Road	Improve U.S. 101/Old Redwood Highway interchange	Expansion	SON090003	0	0	0	0	0	36,849	
SON	Son Co TA	Local Road	US 101 Airport I/C (North B)	Operations	SON090005	0	0	10,392	0	0	45,808	
SON	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	0	0	0	0	0	119,804	
SON	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Expansion	SON010024	0	0	0	0	0	138,840	
SON	Son Co TA	State Highway	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	300	820	0	0	0	21,388	
SON	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	0	202,612	995	0	0	372,700	
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	Enhancement	SON050021	0	0	0	0	0	94	
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance Program	Maint / Rehab	SON030005	0	0	0	0	0	9,702	
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint / Rehab	SON070024	0	0	0	0	0	3,682	
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint / Rehab	SON110003	0	0	0	0	0	575	
SON	Sonoma County	Bicycle / Pedestrian	Countywide Safe Routes to Schools Program	Operations	SON110016	0	0	0	0	0	1,168	
SON	Sonoma County	Local Road	Replace Geysers Road Bridge 20C0005	Expansion	SON090001	100	5,000	0	0	5,000	10,600	
SON	Sonoma County	Local Road	Replace Chalk Hill Road Bridge 20C0242	Expansion	SON090025	0	0	0	0	6,200	7,050	
SON	Sonoma County	Local Road	BRIDGE NO. 20C0248, LAMBERT BRIDGE RD OVER DRY	Expansion	SON090026	0	0	0	0	5,100	5,600	
SON	Sonoma County	Local Road	Replace West Dry Creek Road Bridge 20C0407	Expansion	SON090027	0	0	0	0	5,250	5,700	
SON	Sonoma County	Local Road	Replace Bohan Dillon Road Bridge 20C0435	Expansion	SON110024	0	30	0	0	1,450	1,770	

Metropolitan Transportation Commission
TIP Funding Report
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Programmed Funding by Fiscal Year											
County	Sponsor	System	Project Title	Purpose	TIP ID	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total
SON	Sonoma County	Local Road	Replace Hauser Road Bridge 20C0240	Expansion	SON110025	221	0	0	0	2,398	2,969
SON	Sonoma County	Local Road	Replace Freestone Flat Road Bridge 20C0440	Expansion	SON110026	0	303	0	0	2,644	3,200
SON	Sonoma County	Local Road	Sonoma County 2010 Pavement Preservation Program	Maint / Rehab	SON110009	0	0	0	0	0	5,582
SON	Sonoma County	Local Road	2011/12 Asphalt Overlay Program	Maint / Rehab	SON110028	0	0	0	0	0	4,445
SON	Windsor	Bicycle / Pedestrian	Windsor - Old Redwood Hwy Pedestrian Linkages	Enhancement	SON070005	0	0	0	0	0	403
SON	Windsor	Bicycle / Pedestrian	ORH at Lakewood Dr. Bike and Ped Enhancements	Expansion	SON110044	127	652	0	0	0	779
SON	Windsor	Local Road	Hembree Lane Resurfacing	Maint / Rehab	SON110012	0	0	0	0	0	432
TOTAL FOR SONOMA COUNTY						69,973	329,635	115,097	2,105	34,922	1,527,849
TOTAL FOR ALL COUNTIES						3,796,989	2,640,308	2,949,019	1,764,805	13,418,014	48,986,091



